275 Conquest

"The mission of Boston Whaler is to provide consumers with the safest, highest quality, most durable boats in the world"

REV C 05/24/04

INFORMATION IN THIS PUBLICATION IS BASED ON THE LATEST PRODUCT SPECIFICATIONS AVAILABLE AT PRINTING, BOSTON WHALER® BOATS, INC. RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE, IN THE COLORS, EQUIPMENT, SPECIFICATIONS, MATERIALS AND PRICES OF ALL MODELS, OR TO DISCONTINUE MODELS. SHOULD CHANGES OR MODIFICATIONS TO THE MODELS BE MADE BOSTON WHALER® IS NOT OBLIGATED TO MAKE SIMILAR CHANGES OR MODIFICATIONS TO MODELS SOLD PRIOR TO THE DATE OF SUCH CHANGES. THE FOLLOWING ARE REGISTERED TRADEMARKS OF THE BRUNSWICK CORPORATION: 275 CONQUEST, BOSTON WHALER®.
MRP #1619725

275 Conquest - Owner's Manual
History

In 1958, company founder Richard T. Fisher introduced the first Boston Whaler boat in Braintree, Massachussetts. It featured two significant innovations: first, its twin sponson hull design produced superior stability and a remarkably dry ride; second, its unique foam core construction made the boat not only durable, but unsinkable as well.

Fisher took every opportunity to illustrate the unique characteristics of the Boston Whaler. His most famous demonstration was captured in 1961, by *Life Magazine.* The series of photographs showed the boat underway, the boat being sawed in half and ultimately Fisher motoring away in the remaining half of the boat. And through the years many other demonstrations have proved the toughness and durability of the Boston Whaler hull. And though you may never cut your boat in half, this only goes to show one thing, people whose livelihood and lives depend on boats consistently choose Boston Whaler because of their seaworthiness, dependablility and the inherent safety of a hull that won't sink even if severely damaged.

Boston Whalers are built to last. For over 40 years Boston Whaler® has strived to make each model better, providing you with a safe and fun boating experience. That is the reason we offer a 10 year limited transferable warranty. It is also an excellent reason why you can trust the safety of your family and friends to a Boston Whaler.

PLEASE KEEP THIS OWNER'S MANUAL PACKET IN A SECURE PLACE, AND BE SURE TO HAND IT OVER TO THE NEW OWNER IF YOU SELL THE BOAT.

Boston Whaler founder Richard T. Fisher demonstrating one of the features that has made Boston Whaler the "Unsinkable Legend" in this 1961 LIFE Magazine Photo. Richard T. Fisher was posthumously inducted into the National Marine Manufacturer's Association (NMMA) Hall of Fame on September 26, 1996 for accomplishments made in marine engineering and construction.

275 Conquest - Owner's Manual

Table of Contents

Section 1-275 Conquest

Table of Contents 1
Introduction 2
Construction Standards 2
Our Hull 2
Servicing your Boston Whaler 2
Hull Identification Number 2

Section 2-General Arrangements & Specifications

Specifications & Dimensions 3
Standard Features 4
Notable Options 5
Seating Arrangement 6
Canvas Arrangement
- Sun top/Hardtop 6

Through Hull Fittings 7
Label Location 8
Deck Occupancy 8

Section 3-Fuel System

Fuel Tanks 9
Fuel Fill 9
Fuel Vents 9
Tank Selection 10
Maintenance 10
- Empty Tanks 10
- Hoses & Fittings 10
- Tank Cleaning 10

Fuel System Diagram 10
Remote Oil System 11
Static Electricity and the Fuel System 11

Section 4-Electrical System

DC Electrical Systems 12
- M.D.P. 12
- DC Voltmeter 12
- Branch Circuit Breakers 13
- Operation/Maintenance 13

Battery Information 13
Battery Maintenance 13
Dual Battery Switches 14
Navigation Lighting 15
12 Volt Accessory Receptacle 15
AC Electrical Systems
- M.D.P. 16
- AC Voltmeter 16
- Reverse Polarity Indicators 16
- Ship to Shore Power 16

Isolation Transformer 17
- Operation 17
- Battery Charger 17

Standard 2-Battery Wiring Diagram 18
Optional 3-Battery Wiring Diagram 19
120VAC Wiring Diagram 20
220VAC Wiring Diagram 20
2-Battery Switch Diagram, Standard 20
3-Battery Switch Diagram, Optional 20
Instrument Panel, Blank, Analog,
- Deluxe, System View 21

Hard top Switch Panel, (optional) 22
- Hard top Switch Wiring Diagram 22

Breaker Panel 22

Section 5-Bilge System

Bilge Pumps 23
- Bilge Pump Layout 23

Section 6-Water & Waste Systems

Fishbox & Pumps 24
- Fishbox Pumpout System Diagram 24

Deck Drains 24
Livewell 25
- Operation 25
- Diagram 25

Water System
- Freshwater Pump 26
- Freshwater Pump Diagram 26
- Operation/Maintenance 26

Winterizing the System 26
Disinfecting the System 27
Head System 27
- Macerator/Overboard Discharge 28
- Operation/Maintenance 28
- Shore-side Discharge 28
- Sani-potti w/ Macerator & Overboard Discharge Diagram 28
- Vacu-flush Toilet w/ Macerator, Overboard Discharge & Holding Tank 29
- Envronmental Considerations 29

Section 7-Propulsion System

Propeller Information 30
- Propeller Assembly 30

Hydraulic Steering Information 31
- Operation/Maintenance-Filling 31
- Hydraulic Steering System Diagram 31

Power Steering Information 32
Gear Shift/Throttle Control 32
- Digital Throttle/Shift (DTS®) 33

Power Trim Operation 33
Ignition Shut-down Switch 33
Trim Tabs/Operation/Maintenance 34

Section 8-Getting to Know Your Boston Whaler

Mooring Points/Lifting 35
Hull Maintenance 36
- Hull Maintenance, (Blisters) 36
- Bottom Painting 36

Painted Hull Care, (Bottom) 37
- Vinyl Cushion Care 37

Long Term Storage 37
- Engine-Fuel System 38
- Trailer Storage-Electrical System 38
- Drainage 38

Canvas Care & Maintenance 38
Trailer &Trailer Safety 39
- Bunk Trailer Terminology 39

Interior Amenities
- Convertible Dinette 40
- Galley Head & Sinks 40
- Cabin Storage 40
- Carbon Monoxide Detector 40
- Portlights 40
- Cabin Lighting 41

Accessories
- AM/FM CD Stereo 41
- Butane & Electric Stove 41
- Microwave Oven 41
- 12 Volt Refrigerator 41
- 6 Gal. (23L) Water Heater 41

Air Conditioning 42
- Operation/Maintenance 42
- Air Conditioning Diagram 42

Section 9-Anchoring

Anchoring Information 43
Lowering, Setting,Weighing 43
Anchor Windlass (Optional) 44
- Operation 44

Lowering-Raising-Emergency Operation 44

Section 10-Maintenance Log & Notes

Maintenance Record 45

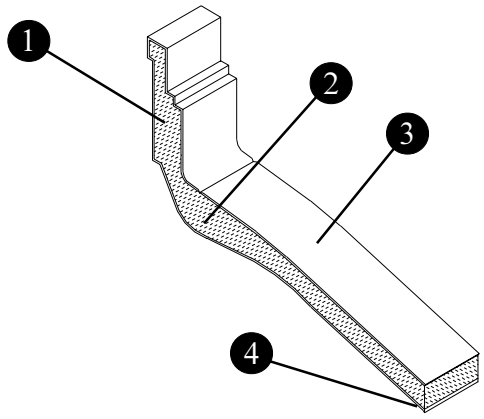
Construction Standards

"THE MISSION OF BOSTON WHALER IS TO PROVIDE CONSUMERS WITH THE SAFEST, HIGHEST QUALITY, MOST DURABLE BOATS IN THE WORLD".

We are dedicated to creating a superior product providing you with comfort, performance, safety and dependability. All of our boats comply with the safety standards set by the United States Coast Guard and are designed, engineered and manufactured in accordance with applicable recommendations and guidelines of the American Boat and Yacht Council (A.B.Y.C.) and certified by the National Marine Manufacturers Association (N.M.M.A.).

Our Hull

1. No air voids
2. High density closed cell non-absorbent foam
3. High quality resins and gelcoats
4. Woven glass matting



Boston Whaler® hulls are constructed with our patented Unibond™ construction. This involves shooting high density foam into a closed mold system. The foam expands to fill voids in the hull, and when the finished product is pulled from the mold, the deck and the hull are chemically bonded to form a solid, inseparable unit.

Servicing your Boston Whaler

When your 275 Conquest needs to be serviced or regular maintenance is needed, it should be taken to an authorized Boston Whaler® dealer.

To find a Boston Whaler® dealer in your area call:

1-800-942-5379

Domestic/International

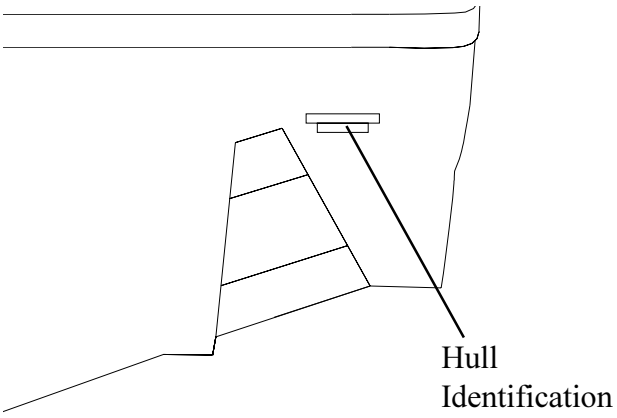
If a problem is not handled to your satisfaction:

Discuss any warranty related problems directly with the service manager of the dealership or your sales person. Give the dealership an opportunity to help the service department resolve the matter for you.

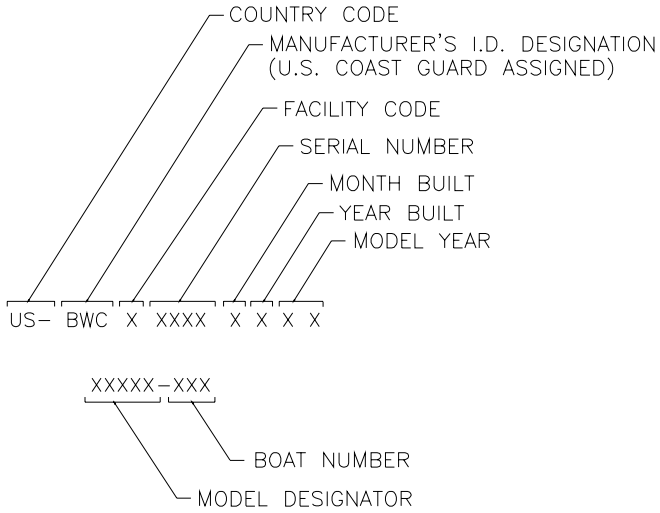
Hull Identifcation Number

The "Hull Identification Number" is located on the starboard side of the transom wall.

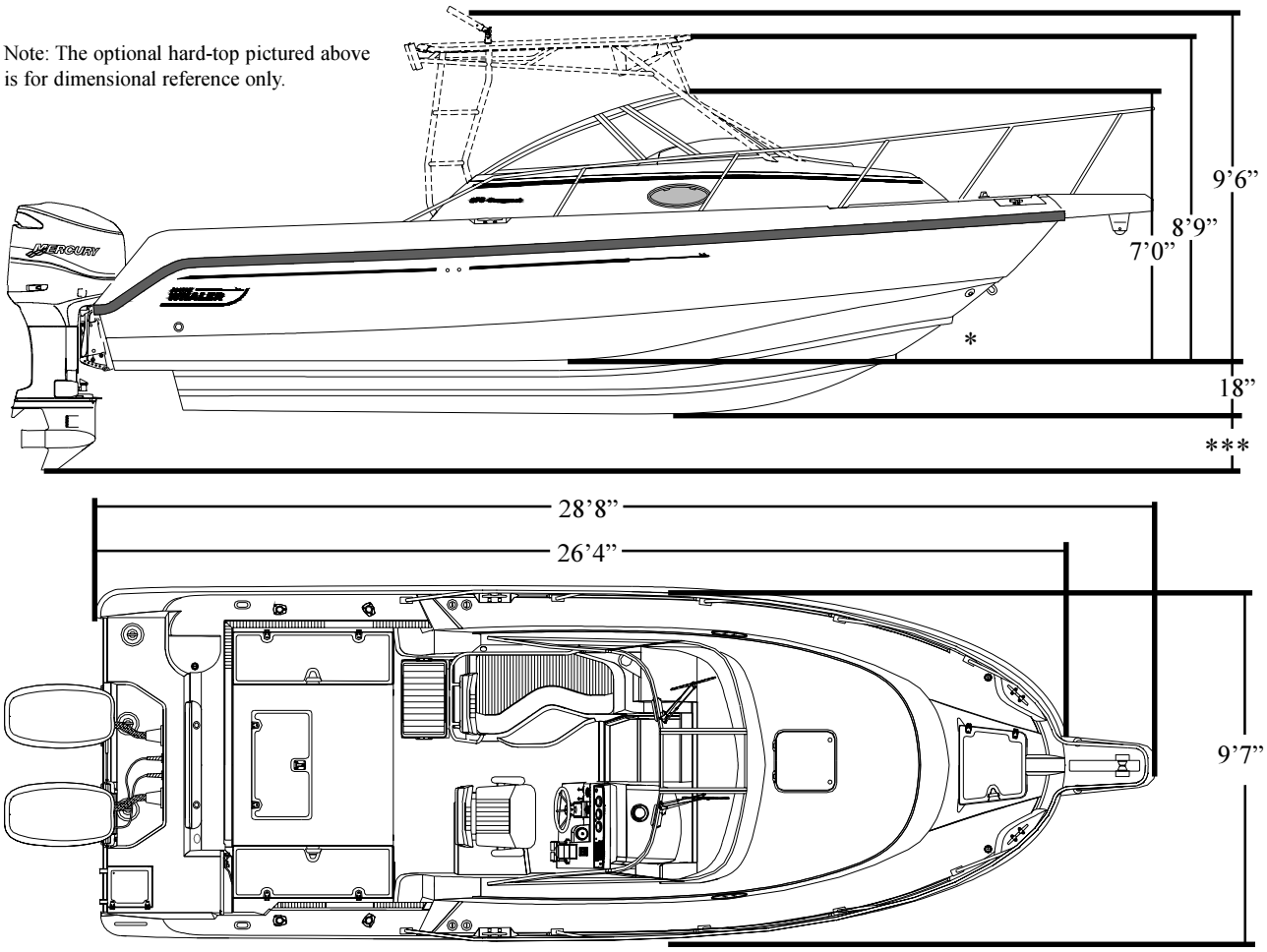
This is the most important identifying factor and must be included in all correspondence related to your vessel. Failure to do so will only create delays. Also of vital importance are the engine serial numbers and part numbers when writing about or ordering parts for your engine.



Typical H.I.N. Description



Note: The optional hard-top pictured above is for dimensional reference only.



Specifications & Dimensions

Overall Length	28'8"	8.73	m
Bridge Clearance	8'9"	2.66	m
Bridge Clearance (no top)	7'0"	2.13	m
Beam	9'7"	2.92	m
Draft, (Hull Only)	18"	0.45	m
Weight (dry, no engine)	6200 lbs.	2812	kg
Swamped Capacity	5600 lbs.	2540	kg
Maximum Engine Weight	1400 lbs.	635	kg
Maximum Weight, (passengers, engine(s), gear **	4300 lbs	1950	kg
Persons	14		
Maximum Horsepower	500HP	372	kw
Minimum Horsepower	300 HP	223	kw
Fuel Capacity	200 gal.(U.S.)	757	L
Water Capacity	30 gal.(U.S.)	113.5	L
Waste Capacity	10 gal.(U.S.)	38	L
*	Waterline		
***	Engine Draft,(See Notice)		

NOTICE

Specified measurements are approximations and are subject to variance.

**

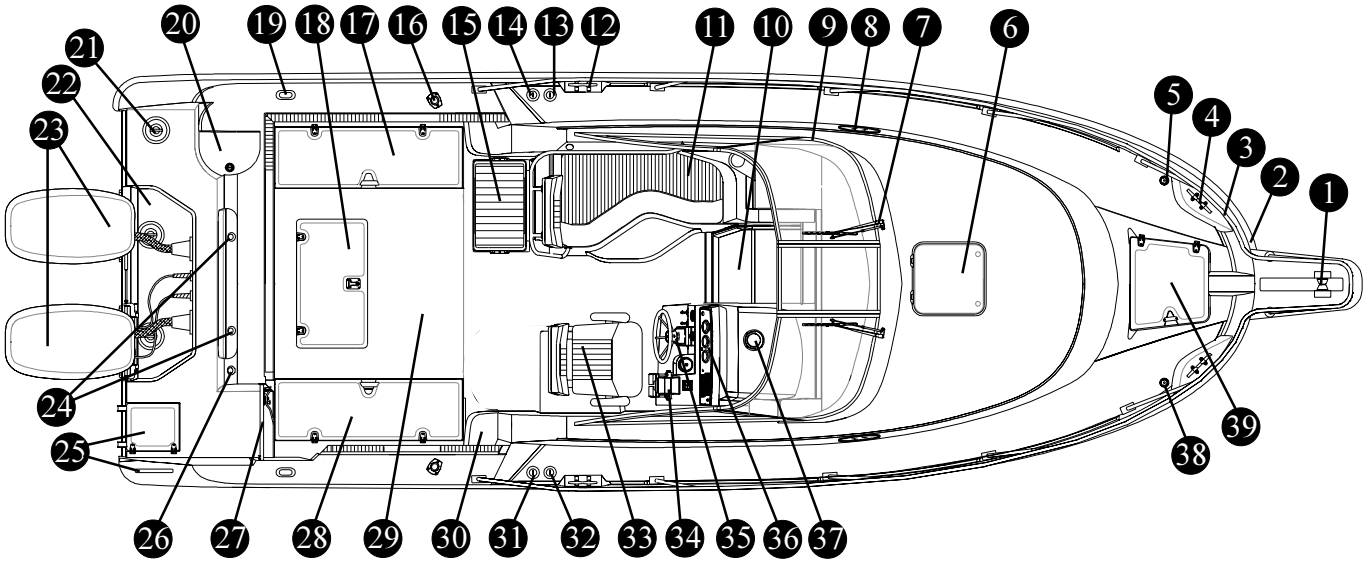
NOTICE

Exceeding this weight will affect the boat performance. DO NOT exceed the weights listed on the capacity plate.

***

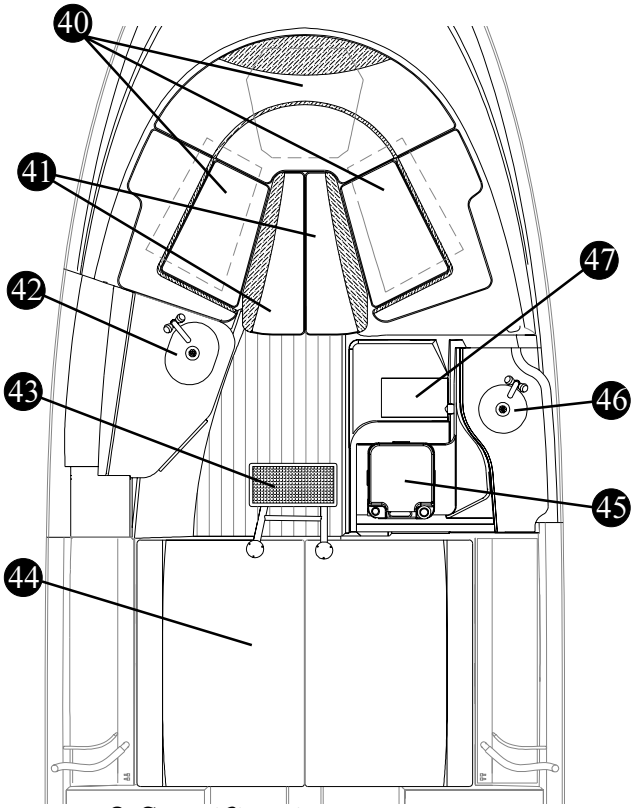
NOTICE

Optional equipment and loading of the boat will affect the draft measurements. Follow the recommendations listed on your capacity plate regarding the maximum amount of weight the boat can safely carry.

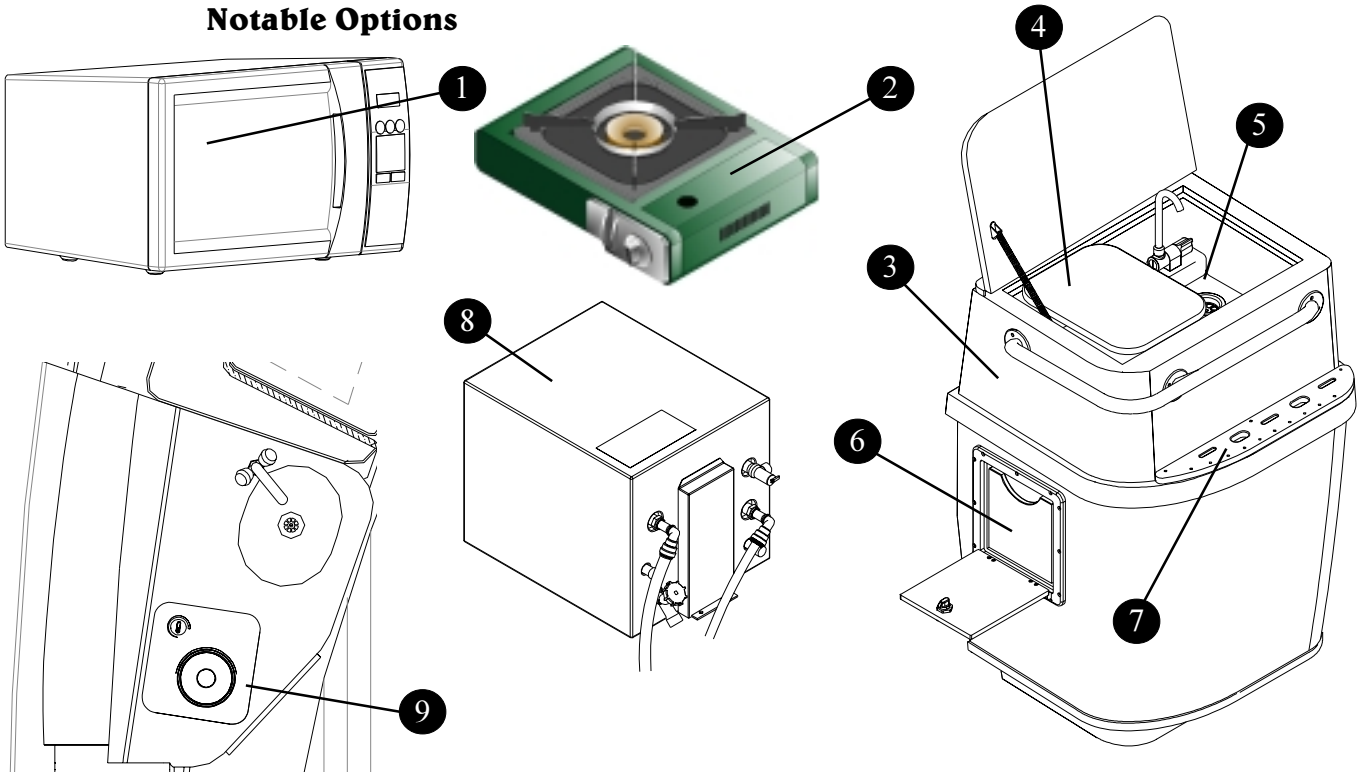


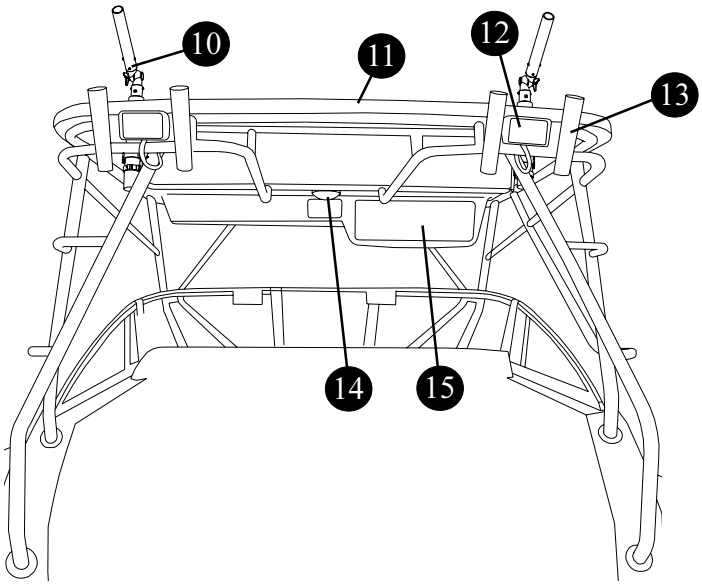
Standard Features

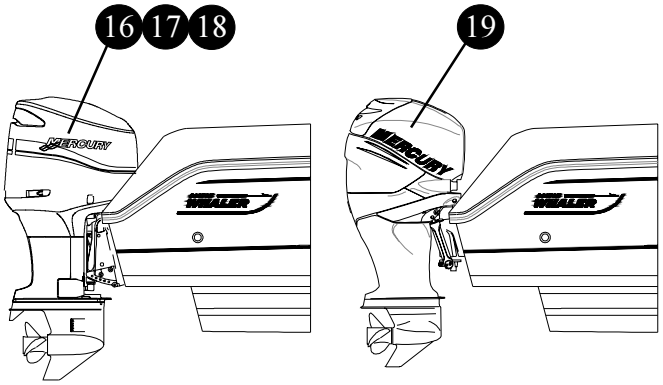
1. Integral Bow Pulpit w/ Stainless Steel Roller
2. Heavy Duty Rubrail
3. Welded Stainless Steel Bow Rail
4. 8 Inch Stainless Steel Cleat, Port/Starboard
5. Port Navigation Light
6. Opening Hatch w/ Screen
7. Windshield Wiper, Port/Starboard
8. Cabin Portlight w/ Screen, Port/Starboard
9. Aluminum Framed, Tempered Glass Windshield
10. Cabin Entrance/Exit Lockable
11. Companion Benchseat
12. 8 Inch Stainless Steel Cleat, Port/Starboard
13. Fuel Fill, Port
14. Waste Discharge Deck Plate
15. Removable 54 Qt. Cooler w/ Backrest
16. Gunwale Mounted Rodholder, (2)
17. Port Fishbox w/ Drain & Pump-out
18. Access Door to Mechanical Compartment
19. Hawse Pipe/8 Inch Stainless Steel Cleat, Port/Starboard
20. Livewell w/ Light & Raw Water Fill
21. 6 Inch Access Plate, (4)
22. Motorwell
23. 200 CXL OptiMax Mercury Engines, Dual
24. Remote Oil tank Fill Ports
25. Covered Telescoping Ladder & Grab Rail
26. Freshwater Shower
27. Acrylic Transom Door
28. Starboard Fishbox w/ Drain & Pump-out
29. Self Bailing Cockpit
30. Step To/From Cockpit
31. Freshwater Fill
32. Fuel Fill, Starboard
33. Helm Seat, Adjustable
34. Gear Shift/Throttle Control
35. Stainless Steel Steering Wheel
36. Instrumentation Panel
37. Compass
38. Starboard Navigation Light
39. Anchor Locker w/ Drain
40. Cabin Cushions w/ Storage Under
41. Backrests/Table-top (used to close in forward sleeping berth)
42. Galley Sink
43. Step To/From Cabin
44. Mid Double Berth
45. Portable Head w/ Deck Pump-out
46. Vanity w/ Sink
47. Shower Sump Pump w/ Cover



Notable Options



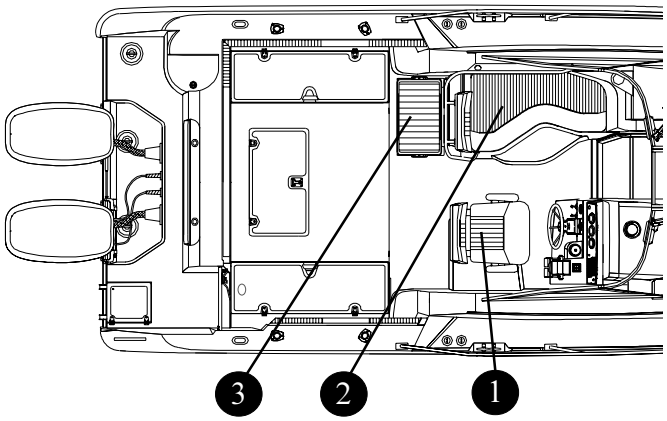




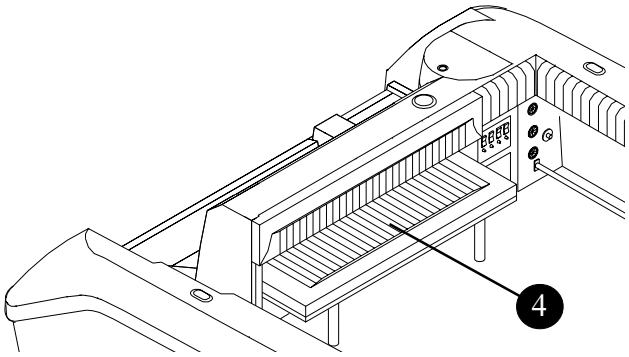
1. Microwave Oven *
2. Butane Stove
3. Prep Center
4. Cutting Board
5. Faucet w/ Sink
6. Storage w/ door
7. Rig & Tool Holder
8. 6 Gallon Water Heater *
9. Electric Single Burner Stove *
10. Radial Outriggers
11. Hardtop
12. Cockpit Floodlight, (2)
13. Rodholders, (4)
14. Electronics Box
15. Electronics Box
16. 225 CXL OptiMax Engines, (Dual)
17. 225 CXL DTS® OptiMax Engines, (Dual)
18. 225 CXL EFI 4-Stroke Engines, (Dual)
19. 225 CXL DTS® Verado4-Stroke, (Dual)

* Part of Cruising Package

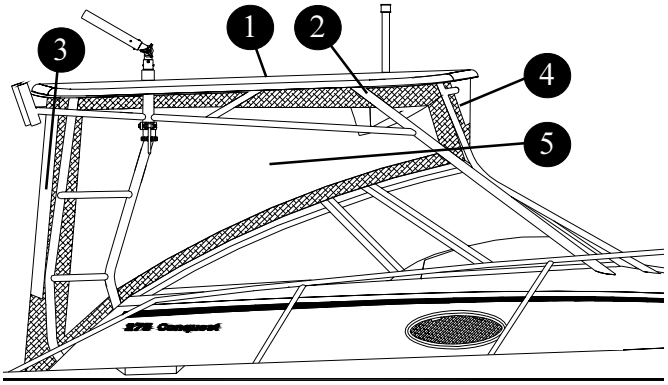
Seating Arrangement



❶ Helm seat with cushions and slide
❷ Companion bench seat

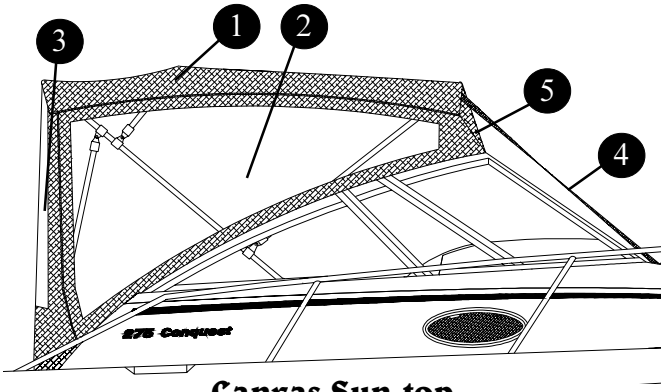


❸ Removable cooler seat with cushion (54 Qt.)
❹ Aft hideaway bench seat (while in the closed position the legs lock the seat in place).



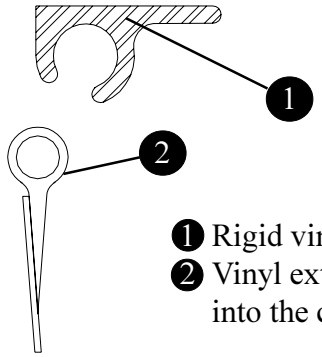
Canvas Hard-top

❶ Hard top
❷ Hard Top Frame (Aluminum)
❸ Aft drop curtain, (Blue, Black)
❹ Forward visor, (Blue, Black)
❺ Side window, (Blue, Black)



Canvas Sun-top

❶ Sun top, (Blue, Black)
❷ Side curtain (Port & Starboard)
❸ Aft drop curtain, (Blue, Black)
❹ Forward tie-down strap (2)
❺ Forward visor, (Blue, Black)



❶ Rigid vinyl extrusion
❷ Vinyl extruded welt, (sewn-into the canvas fabric)

Note: Spraying some silicone into the rigid extrusion can help slide the welt into place

Note: Your canvas for the hard-top secures with an awning track system, there is a rigid vinyl track riveted to the underside of the hard top, the canvas section has a mating piece that slides into the track (see detail). Be sure to follow all the canvas installation instructions.

Through Hull Fittings

⚠ NOTICE

The deck drain provides self-bailing capabilities while the boat is static in the water and no passengers on board. This feature prevents the accumulation of water in the cockpit. the drain must be in place when underway.

⚠ NOTICE

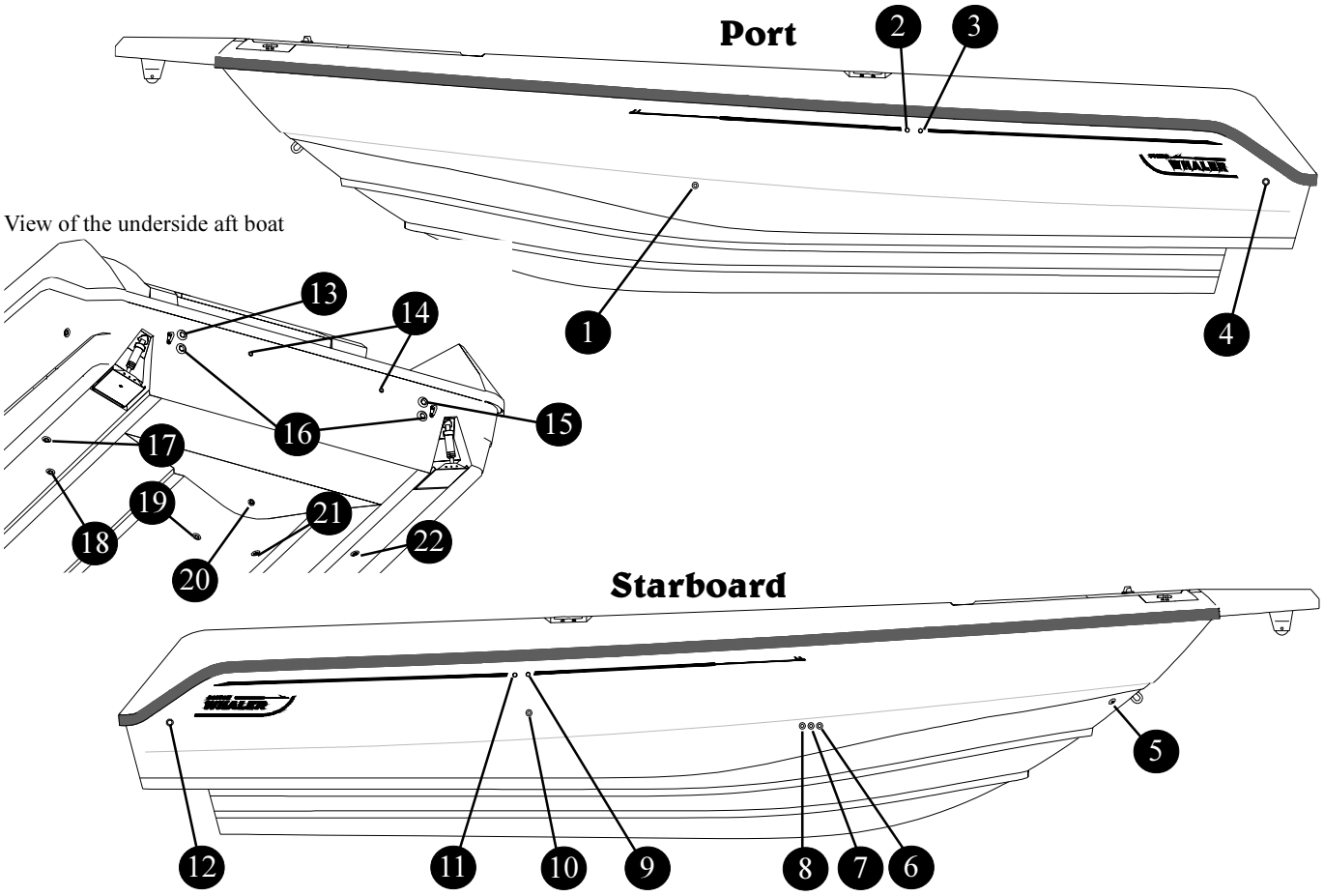
Depending on the type of boat you have, you may have underwater fittings that need drain plugs. Garboard drain plugs and fishbox drain plugs need to be in place before the boat goes into the water. Any fitting that will be underwater needs to be plugged or the seacock needs to be closed

⚠ NOTICE

Through hull fittings should be checked for proper seal annually. When the boat is in the water the underwater fittings can be checked for dripping. It is recommended that the underwater fittings be removed, cleaned and resealed every other year.

⚠ NOTICE

If the through hull fittings need to be replaced, it is recommended that an authorized Boston Whaler ® dealer perform this type of repair. Through hull fittings that are improperly installed can cause premature hull failure and may void the Boston Whaler® limited warranty.



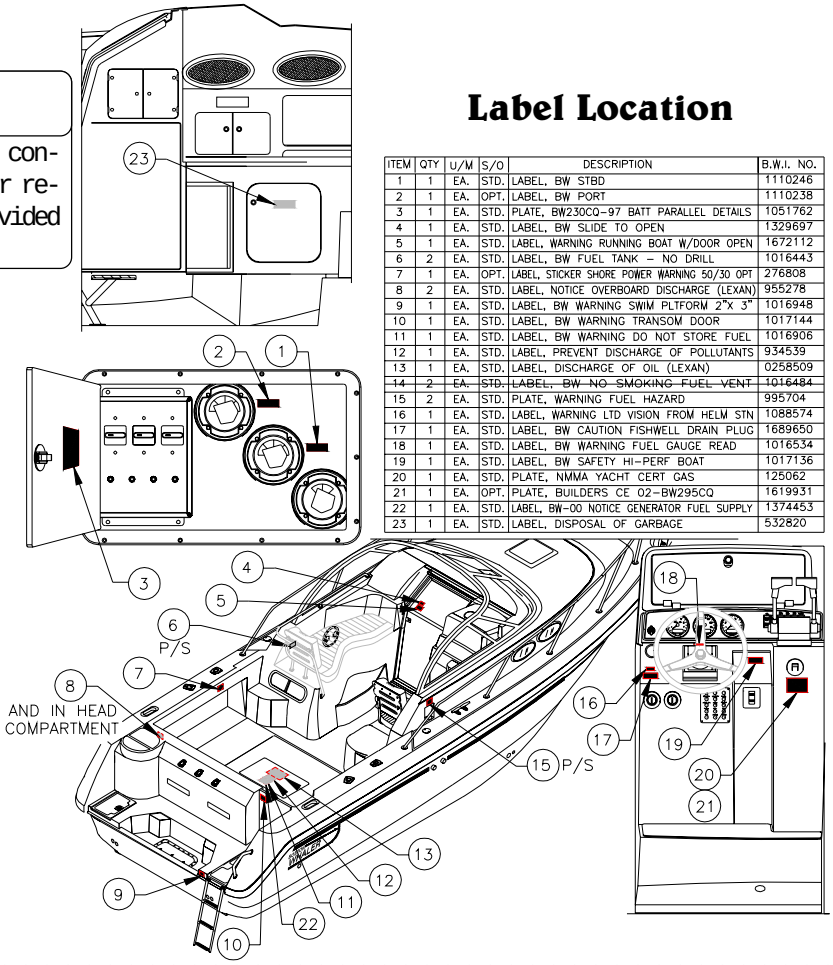
View of the underside aft boat

1. Galley Sink Drain
2. Waste Tank Vent
3. Port Fuel Tank Vent
4. Air Conditioning Cooling Discharge
5. Anchor Locker Drain
6. Head Compartment Sink Drain
7. Head Compartment Sump Drain
8. Forward Bilge Pump Drain
9. Water Tank Vent
10. Prep Station Sink Drain
11. Starboard Fuel Tank Vent
12. Aft Bilge Pump Drain
13. Livewell Drain
14. Motorwell Drain,(2)
15. Fishwell Pumpout
16. Deck Drains, Port & Starboard
17. Macerator Pump Outlet
18. Fishwell Drain, Port
19. Raw Water Inlet
20. Air Conditioning Pump Inlet
21. Garboard Drain
22. Fishwell Drain, Starboard

⚠ NOTICE

If your labels become worn or unreadable contact your nearest Boston Whaler® dealer for replacement labels. The part numbers are provided above.

Label Location



ITEM	QTY	U/M	S/O	DESCRIPTION	B.W.I. NO.
1	1	EA.	STD.	LABEL, BW STBD	1110246
2	1	EA.	OPT.	LABEL, BW PORT	1110238
3	1	EA.	STD.	PLATE, BW230CQ-97 BATT PARALLEL DETAILS	1051762
4	1	EA.	STD.	LABEL, BW SLIDE TO OPEN	1329697
5	1	EA.	STD.	LABEL, WARNING RUNNING BOAT W/DOOR OPEN	1672112
6	2	EA.	STD.	LABEL, BW FUEL TANK – NO DRILL	1016443
7	1	EA.	OPT.	LABEL, STICKER SHORE POWER WARNING 50/30 OPT	276808
8	2	EA.	STD.	LABEL, NOTICE OVERBOARD DISCHARGE (LEXAN)	955278
9	1	EA.	STD.	LABEL, BW WARNING SWIM PLTFORM 2"x 3"	1016948
10	1	EA.	STD.	LABEL, BW WARNING TRANSOM DOOR	1017144
11	1	EA.	STD.	LABEL, BW WARNING DO NOT STORE FUEL	1016906
12	1	EA.	STD.	LABEL, PREVENT DISCHARGE OF POLLUTANTS	934539
13	1	EA.	STD.	LABEL, DISCHARGE OF OIL (LEXAN)	0258509
14	2	EA.	STD.	LABEL, BW NO SMOKING FUEL VENT	1016484
15	2	EA.	STD.	PLATE, WARNING FUEL HAZARD	995704
16	1	EA.	STD.	LABEL, WARNING LTD VISION FROM HELM STN	1088574
17	1	EA.	STD.	LABEL, BW CAUTION FISHWELL DRAIN PLUG	1689650
18	1	EA.	STD.	LABEL, BW WARNING FUEL GAUGE READ	1016534
19	1	EA.	STD.	LABEL, BW SAFETY HI-PERF BOAT	1017136
20	1	EA.	STD.	PLATE, NMMA YACHT CERT GAS	125062
21	1	EA.	OPT.	PLATE, BUILDERS CE 02-BW295CQ	1619931
22	1	EA.	STD.	LABEL, BW-00 NOTICE GENERATOR FUEL SUPPLY	1374453
23	1	EA.	STD.	LABEL, DISPOSAL OF GARBAGE	532820

Deck Occupancy

Working deck:

This area is intended for occupation ONLY while mooring, anchoring, loading/unloading or when the boat is at rest. NEVER operate the engine while loading or unloading swimmers/divers from the swim platform/ladder.

Accomodation deck:

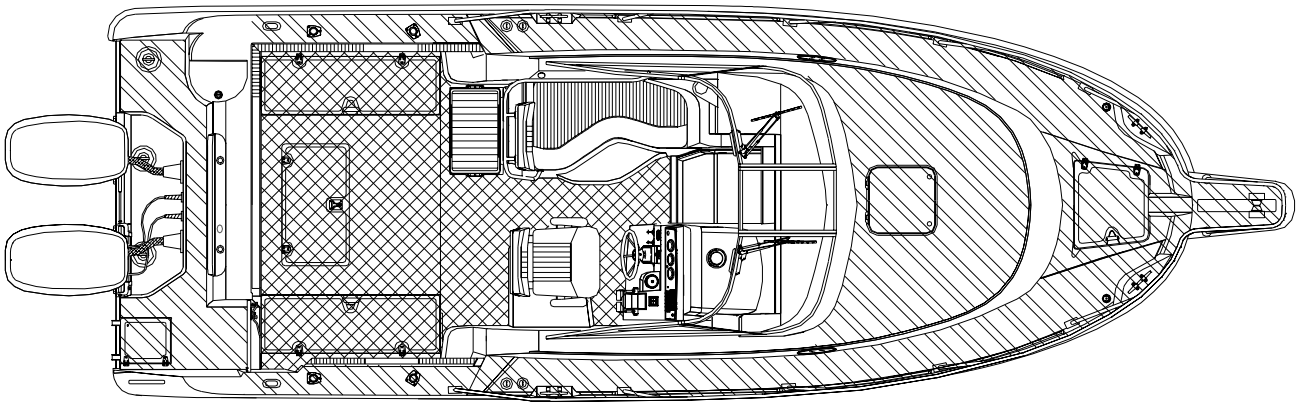
This area of the boat is inside the cockpit and includes helm, companion seating and cabin. Movement in this area should be done with extreme caution while the boat is underway. A sudden shift in boat direction can cause a loss of balance and lead to injury or death.

⚠ DANGER

Be aware of your footing while the boat is underway, slipping or falling could result in serious injury or death, especially if the boat is in motion. Keep the accomodation deck clean, so if movement is neccessary it will be free of obstruction.

⚠ WARNING

Gelcoat surfaces are slippery when wet. Use extreme caution when walking on wet surfaces. Use care when waxing to ensure that walkways are not made dangerously slippery.



Fuel System

⚠ DANGER

Check for leaks in tubing, connections and hoses. Correct the cause of the leaks and ventilate the area to insure that no fumes remain, prior to energizing any electrical equipment and/or starting the engines.

⚠ DANGER

Static electricity can ignite gasoline vapors causing serious injury/death and/or destruction of property.

⚠ CAUTION

Use of improper gasolines can damage your engine seriously. Engine damage resulting from use of improper gasoline is considered misuse of engine and will void the warranty. Follow engine manufacturer's recommendations regarding the types of fuel and oil to use.

⚠ CAUTION

Leaking fuel is a fire and explosion hazard, inspect the system regularly. Examine fuel tanks and exposed lines for leaks and corrosion.

⚠ CAUTION

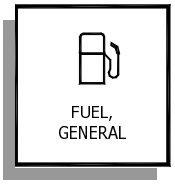
Oil and fuel spills can be dangerous and can subject offenders to severe penalties

⚠ NOTICE

Remove portable tanks from boat and fill from shore. When fueling is complete, secure tanks to deck with straps provided.

⚠ NOTICE

Fuel tanks should never be filled to capacity, allow 2% for expansion.



The 275 Conquest is equipped with a gasoline fuel system. Please take time to read and understand all the fuel related information in the engine owner's packet. The diagrams below show the location of the fuel tanks, fuel fill, supply hoses and fuel vents. Use unleaded gasoline **ONLY,** with a minimum octane rating of 87.

LEADED GASOLINE IS NOT RECOMMENDED

Fuel Tanks

The 275 Conquest is equipped with two (2) 100 gallon fuel tanks constructed of heavy gauge aluminum. The SmartCraft® gauge on the instrument panel informs you about the level of fuel in each tank.

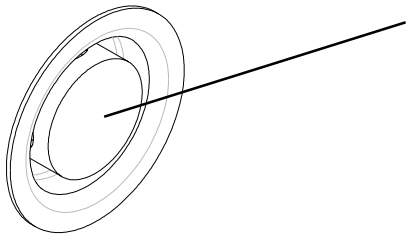
Fuel Fill

The 275 Conquest has two (2) fuel fills located amidship, port and starboard marked "GAS".
Each fill is opened by use of a special key that is included in the engine owner's manual packet.
Filling the tanks should be done with great care to avoid the risk of fire and/or explosion.

- Extinguish all smoking materials: cigarettes, cigars, pipes and all other incendiary devices.
- Shut-off the engines.
- Fill each tank equally. DO NOT fill the tanks to capacity.
- When filling is complete, recap the tanks, clean any spills with a rag and make way for other boats to fill their tanks.

Fuel Vent

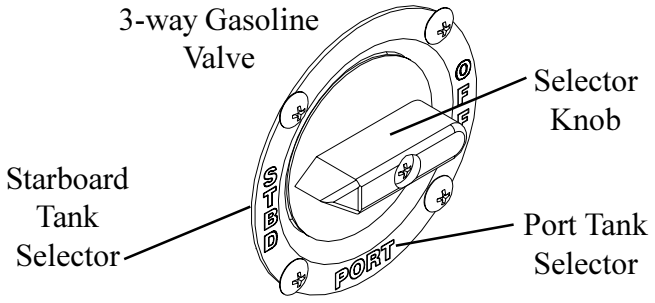
Each fuel tank has a fuel tank vent located amidship, 7-9" inches below the rub rail directly below the fuel fill caps. The fuel tank vents serve as a pressure/vacuum release, safety overflow and flame arrestor. Access to the vent fittings is through twist-out plate located inside the cockpit opposite the fuel tank vent. Check the vent assembly regularily as part of a maintenance schedule for continued safe operation of your boats fuel system. The Vent assembly consists of a backshell, starwasher,nut and hose clamp. Remove the hose clamp, nut, starwasher and backshell and push the fuel vent fitting out. The fuel vent has four screens that are held in by a ring. Use a small pick to dislodge the ring to remove the screens and clean as required.



Hull mounted fuel vent with screen

Tank Selection

There are a pair of three (3) way gasoline valves that control the flow of fuel to the engine(s). The fuel system is designed to have the port engine fed by the port fuel tank and the starboard engine fed by the starboard fuel tank. You can select either engine to run off either tank in order to balance the fuel load. The valves are located behind the aft hideaway seat in the transom wall.



Maintenance

EMPTY TANKS: Fuel tanks with levels less than 1/4 full can cause problems by stalling an engine due to fuel starvation or by allowing sediment and dirt to enter the fuel supply lines. Keeping the tanks filled or switching to a tank that has more fuel in it will reduce the chance of this occurance; since the residue will most likely settle to the bottom of the tanks. Monitor the fuel level in both tanks often to prevent this from happening.

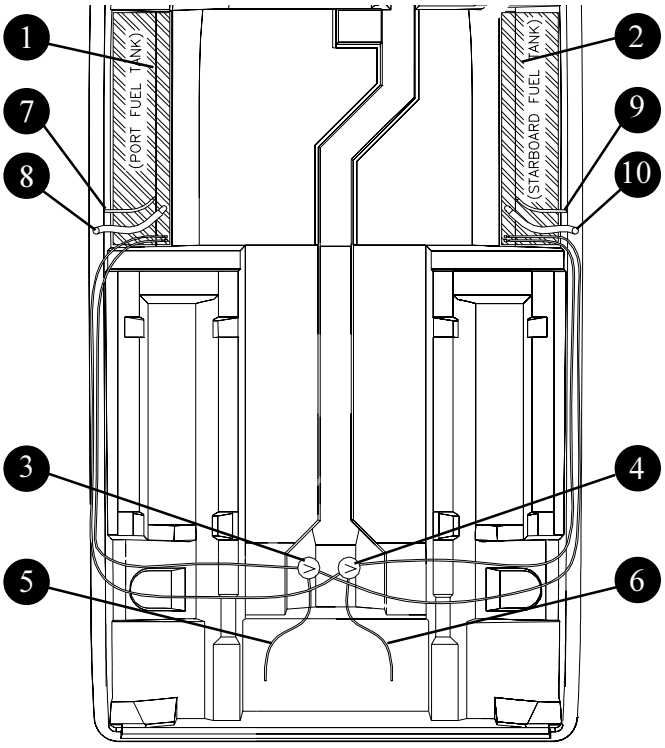
HOSES AND FITTINGS: Hoses and fittings should be inspected at least every 100 hours. Check the hoses for cracks, abrasions and deterioration and the strong smell of fuel prior to starting the engine(s). If the hoses or fittings are damaged or worn, replace them with only marine grade replacement parts. Your authorized Boston Whaler® dealer will have all the parts information you will need.

TANK CLEANING: Excessive water and sediment may force you to consider having the tanks professionally cleaned. If you are frequently changing fuel filter/water seperators and notice a loss in power, consult a professional tank cleaning contractor regarding this procedure and proper disposal of residue and water.

Fuel System Diagram

1. Port fuel tank (100 Gallon U.S. 378.5L)
2. Starboard fuel tank (100 Gallon U.S. 378.5 L)
3. 3-way fuel valve (port)
4. 3-way fuel valve (starboard)
5. Fuel supply to port engine
6. Fuel supply to starboard engine
7. Fuel fill (Located on port gunwale)
8. Fuel vent (port)
9. Fuel fill (located on starboard gunwale)
10. Fuel vent (starboard)

Deck removed for clarity



Remote Oil System

NOTICE

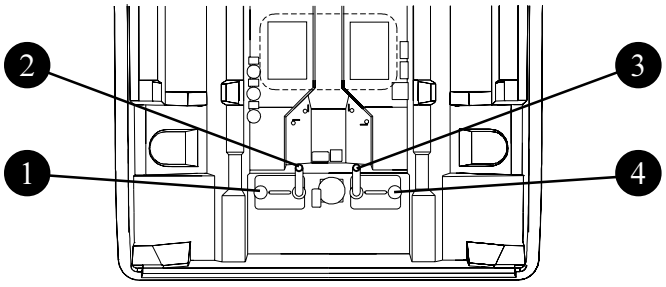
Oil and fuel spills can be dangerous and can subject the offenders to severe penalties.

The 275 Conquest is equpped with a remote oil system. This system consists of a pair of 3- Gal.(11.3L) reservoir tanks and hoses which contain and meter lubricating oil to the engine(s).

Each tank has an external fill located on the aft transom wall. Access to the tank can be reached through the motorwell access hatch. When recapping the fill make sure that it is secure to prevent spills and to prevent the intrusion of water and dirt. Your remote oil tank is secured by a nylon strap and quick release clip. Little maintenance is required for the remote oil system, aside from checking the hoses for abrasions and cracks and hose clamps for proper tightness, also the tank should not be exposed to ultraviolet light, rain and seawater.

Remote Oil System diagram

❶ Port oil tank, 3 gal.(11.3L)
❷ Port oil fill, from transom wall
❸ Starboard oil fill, from transom wall
❹ Starboard oil tank, 3 Gal. (11.3L)



Static Electricity and the Fuel System

There is a danger that static electricity can ignite gasoline vapors that have not been ventilated outside an enclosed area. Use extreme caution when fueling your boat from a source outside the regular venues, (e.g. marinas, fuel service stations.)

Your boat has safety features that can be circumvented by not adhering to standard fueling practices. Your boats bonding system protects it from creating and discharging static electricity.

Your boat must be in contact with the water or a land based grounding system. Here are some helpful suggestions to keep you safe from static electricity while refueling your boat.

- NEVER fuel your boat in unsafe conditions such as: suspended on a sling or in a situation that increases the liklihood of static discharge.
- NEVER use homemade containers to fill your fuel tanks.
- Fuel carried on-board outside of a fixed fuel system should be stored in an approved container or in a portable tank such as provided for outboard engines and be stowed safely outside of the engine or living compartment(s).
- Shut down the engine(s), motors and fans prior to taking on fuel. Any ignition sources should be extinguished before filling the fuel tank(s).
- Close all ports, windows, doors and hatches.
- Fueling should never be done at night except in well-lighted areas.
- Always keep the fuel nozzle in contact with the fuel fill plate or the edge of the fuel tank opening throughout the filling process.
- Allow areas where gasoline vapors could collect to be ventilated before starting the engine(s).
- Wipe any spillage completely and dispose of rags or waste on shore.
- Secure the fill cap tightly.
- Fuel tanks should never be filled to capacity. allow 2% for expansion.
- Portable tanks should only be filled while on the ground; never on-board the boat.

DC Electrical Systems

MAIN DISTRIBUTION PANEL (MDP):
Your 275 Conquest is equipped with a 12 volt direct current electrical system. This system provides power to essential systems and optional equipment on the boat as follows:

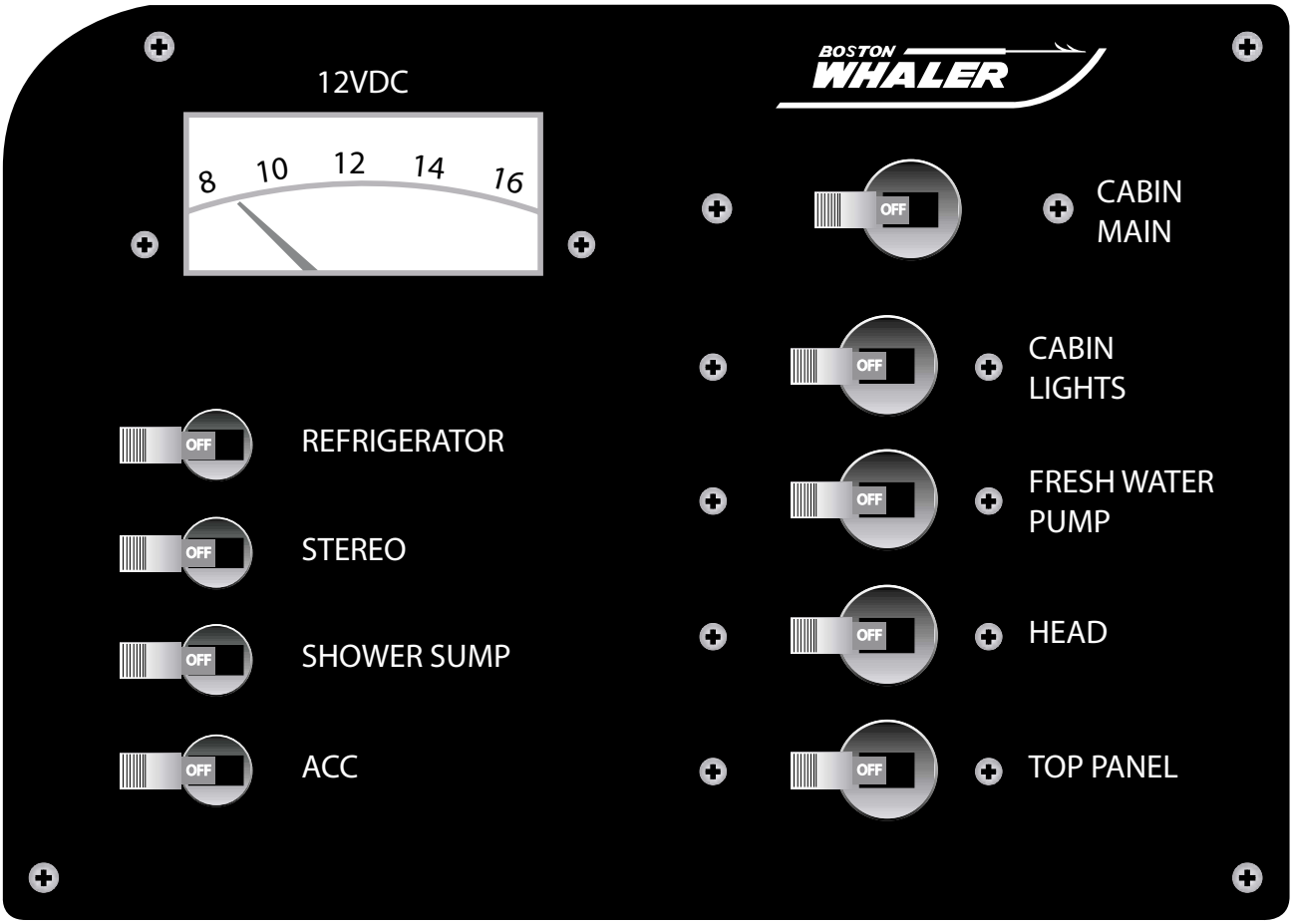
- Engine starting and instrumentation
- Cabin, helm and hardtop switch panels
- Trim tab system
- Bilge pumps and shower sump pump
- Waste system (includes toilet and overboard discharge)
- Lighting (cabin, cockpit, instrument, navigation, livewell)
- Freshwater, raw water and livewell pumps
- Anchor windlass (optional)
- Port and starboard windshield wipers
- Refrigerator, operates on both DC and AC. (optional)
- AM/FM CD Stereo
- Carbon monoxide detectors

The DC electrical system consists of the follow ing major components:

- Batteries (port and starboard)
- Battery switches (2 standard, 3rd optional)
- DC main distribution panel
- Instrument panels at helm
- Switch panels at helm
- DC Breaker panel (located on the helm)

All wiring for the 275 Conquest is made of high grade, insulated, tinned copper with heat shrink/ sealed connectors to prevent corrosion. each circuit is protected by a marine grade circuit breaker.
DC VOLTMETER:
This indicates the battery condition in volts (8-18 volts). It will register 12 volts or more if the battery is in good condition and will register less than 12 volts if the battery is weak. Batteries can be recharged by running the engine or using the (Optional) battery charger.

DC Main Distribution Panel



DC Electrical System

BRANCH CIRCUIT BREAKERS:(On MDP)
These are fed by the main breaker and provide power to the following circuits:

- Cabin Main 40 amps
- Shower sump 5 amps
- Freshwater pump 10 amps
- Head 10 amps
- Refrigerator 10 amps
- Macerator 20 amps
- Stereo 3 amps
- Cabin lights 5 amps
- Spare (ACC) 10 amps
- Top Panel 25 amps

OPERATION:
To operate the breakers:

- Push the appropriate breaker lever to the "ON" position.
- If an overload occurs, the breaker will automatically trip and the lever will move back to the "OFF" position, determine the cause of the trip and correct it prior to resetting the breaker.
- De-energize the circuit by turning it to the "OFF" position when they are not in use. Leaving the breakers in the "ON" position places undue load on the batteries. Make a habit of de-energizing the the breakers before turning the main battery switches "OFF". This will help to preserve the contacts on the battery switch.

MAINTENANCE:
Periodic checks should be made to ensure all connections are tight and that the wiring and terminals have not been damaged in any way through chafing against fixed objects. Use nylon tie-wraps to secure loose wiring.It is important that you find the reason that your breakers keep tripping.
(Example: Your bilge pump breaker keeps tripping. Check the bilge pump screen for excess debris and clean). If the problem persists contact your nearest authorized Boston Whaler® dealer for assistance or maintenance.

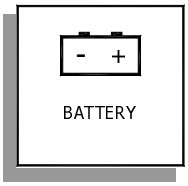
Battery Information

⚠ DANGER

- Never use an open flame in the battery storage area.
- Avoid striking sparks near the batteries
- A battery will explode if a spark or flame ignites the free hydrogen given off during charging.

⚠ CAUTION

Always disconnect battery cables before doing any work on the engines electrical wiring system or alternator wiring to prevent arcing or damage to the alternator.



There are two (2) batteries enclosed in battery boxes located under the aft cockpit hatch. An optional third battery and box can be place on the starboard side of the compartment. These are heavy duty marine batteries and with proper care will give years of dependable service. The battery boxes keep your batteries dry and protect them from the elements, they are secured to the deck by a quick release nylon strap. The batteries provide electrical power for starting the engines and for operating those systems which require direct current (DC) electricity. There are three (3) main ground busses located in the boat (a forth in the hardtop if equipped).

- Under the hatch in the motorwell directly in front of the engine(s). This copper buss bar is connected directly to the battery system and interconnects with the other three (3) busses.
- Behind the DC main panel in the cabin.
- Behind the helm switch panel.
- Behind the hardtop switch panel (optional).

Battery Maintenance

The battery terminals should be coated with a dielectric grease. In the event that the connections have come loose due to vibration, **turn off the main battery switches** prior to tightening. Use the appropriate tool for the job depending on the connection. In case the wiring has been damaged have it replaced immediately by your authorized Boston Whaler® dealer or qualified marine electrician.

Dual Battery Switches

⚠ WARNING

Do not operate boat with batteries in parallel, serious engine electrical damage may result.

⚠ WARNING

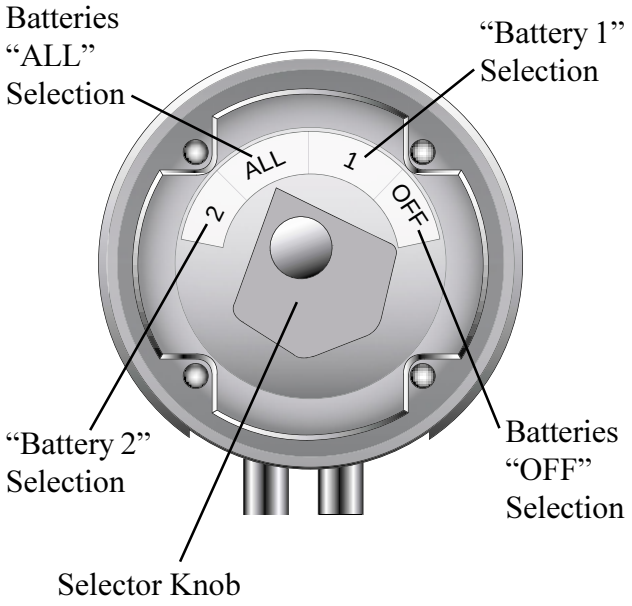
The bilge pump will still draw power from the batteries, even if the switches are set to "OFF".

Your 275 Conquest uses battery selector switches to control delivery of DC power from two batteries. The battery switches are located on the starboard wall beneath the cockpit access hatch

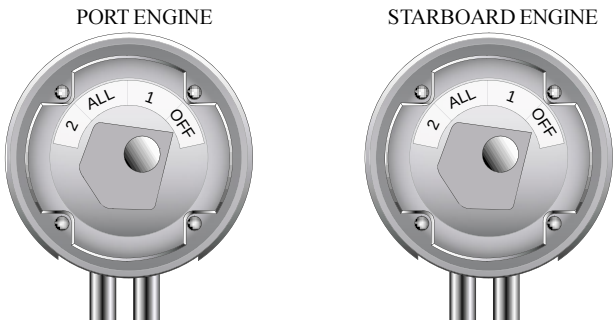
The dual battery switch has four (4) settings:

- "OFF", you will have no power to the engine(s).
- "ALL", you will have power from both batteries at the same time. This parallels the batteries to assist you in starting the engine(s), once the engine is started the battery switch should be taken off of the "ALL" setting, and set to charge either battery .
- "1", you will have power from the port battery only.
- "2", you will have power from the starboard battery only.

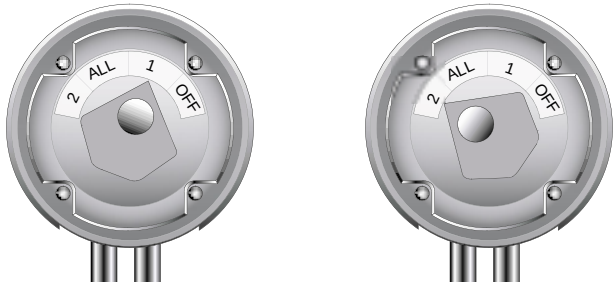
When the engines are shut down or not providing a charge, the system will draw power from the starboard battery. This will allow you to run all the boats functions without affecting the port battery. You can run the starboard battery flat and still start the engines by moving the selector knob on the battery switches to the "ALL" position.



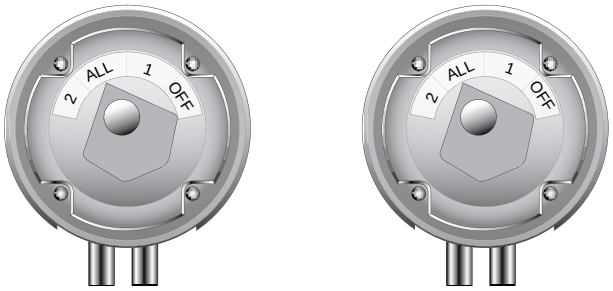
Dual Engine Battery Switch Configuration



Both batteries un-connected, preferred position when boat is not in use.

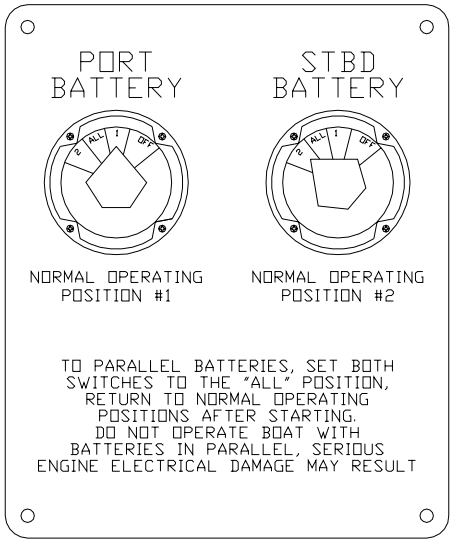


Normal position while engaging in normal engine operations.



To parallel batteries, set both switches to the "ALL" position.

Return to normal operating positions after starting.


PORT BATTERY
STBD BATTERY
NORMAL OPERATING POSITION #1
NORMAL OPERATING POSITION #2
TO PARALLEL BATTERIES, SET BOTH SWITCHES TO THE "ALL" POSITION, RETURN TO NORMAL OPERATING POSITIONS AFTER STARTING. DO NOT OPERATE BOAT WITH BATTERIES IN PARALLEL, SERIOUS ENGINE ELECTRICAL DAMAGE MAY RESULT

Battery Switch Plaque(located on the underside of the aft cockpit hatch)

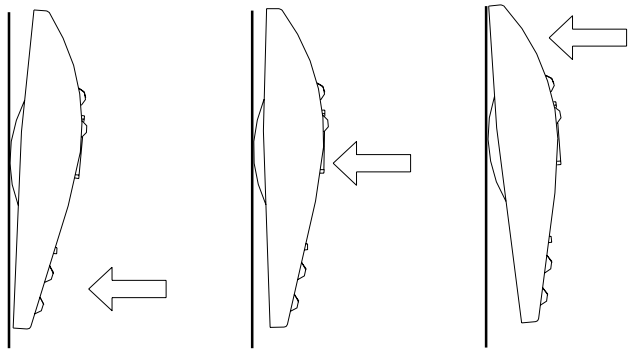
Navigation Lighting

⚠ NOTICE

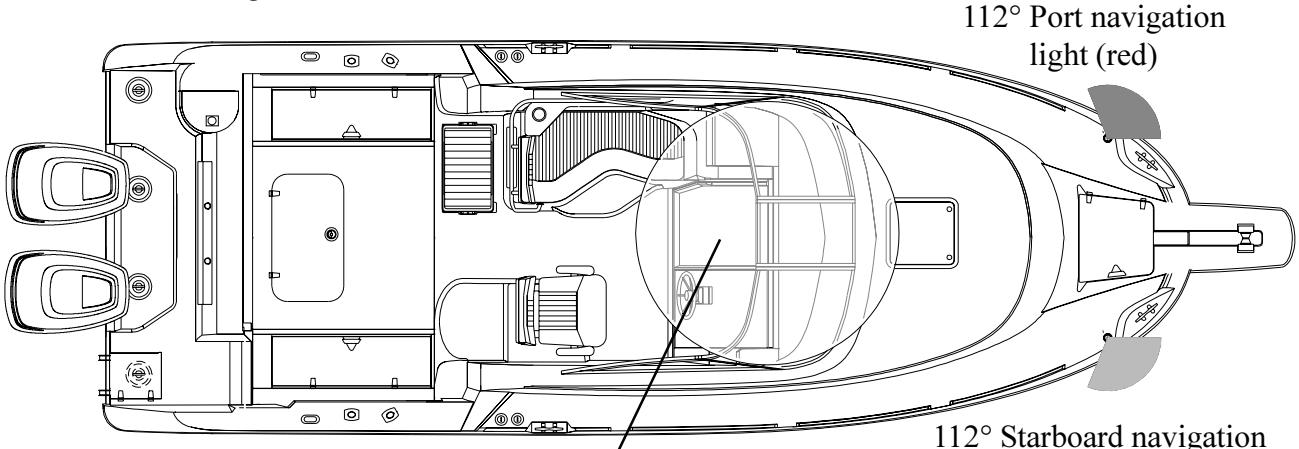
Never change the configuration of your navigation lights. The lights tell others: your size, direction.

Your 275 Conquest comes equipped with navigation lighting for your safety. Regulations state that all boats no matter the size must display navigation lights.

OPERATION: Control of the navigation lighting is a switch on the instrument panel that is marked "NAV/ANC". The switch has 3 positions to operate the Navigation/Anchor lighting. The lights let other vessels know the approximate size of your boat and the direction your boat is traveling, depending on which lights they can see, they also show other boaters your location while at anchor. The lights must be displayed at night or in low visibility conditions. It is the responsibility of the owner/operator to ensure that the navigation lights are in good working order and that the proper lighting is shown



"Off" "Navigation Lights" "Anchor Lights"

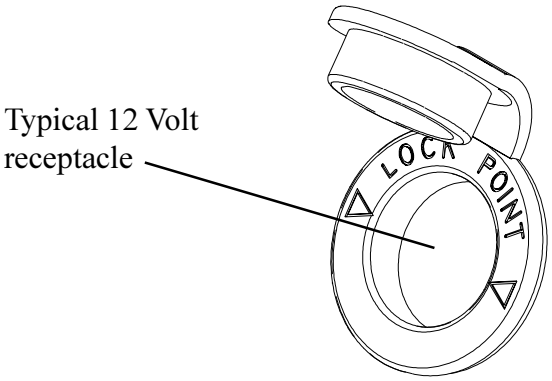


12 Volt Accessory Receptacle

⚠ NOTICE

Be sure to use accessories that do not exceed the rated capacity of the circuit (15 amps) or the breaker will trip.

Your 275 Conquest is equipped with a 12 volt accessory receptacle located on the instrument panel. It is a DC (cigarette lighter) style receptacle to be used with any 12 volt accessories using this type of plug. The receptacle is made of corrosion resistant marine grade materials and has a moisture proof cap. There is a 10 amp breaker button located on the breaker panel on the interior port side of the console. **Be sure to use accessories that do not exceed the rated capacity of the circuit, (10 amps) or the breaker will trip.**



AC Electrical Systems

DANGER

110V and 220V electrical circuits on your boat can carry a harmful, or even deadly electrical shock, if improperly installed.

MAIN DISTRIBUTION PANEL (MDP):
Those systems on the 275 Conquest which are non-essential or require electrical power beyond the reasonable capacity of the batteries will receive power from the optional AC electrical system.
These systems include:

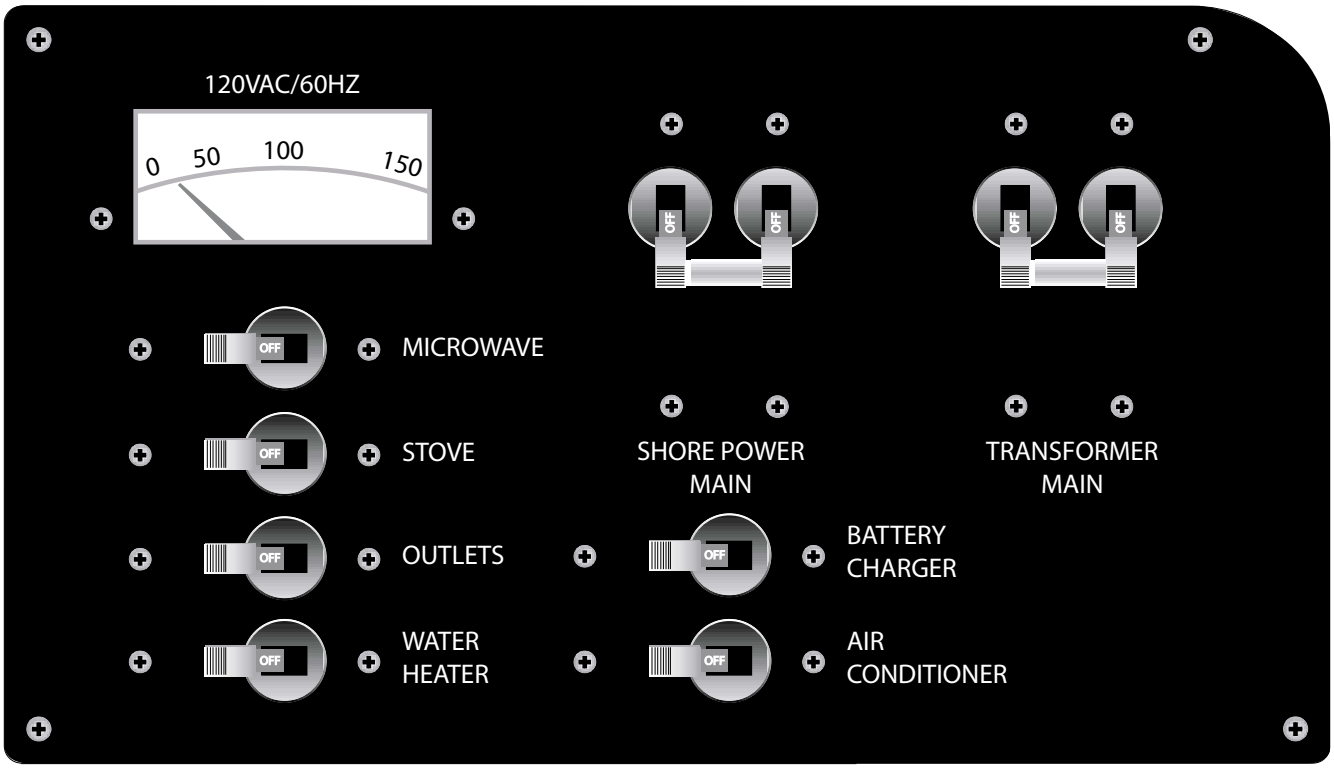
- Air conditioning/reverse cycle heating
- Water heater, 6 gallon(23L)
- Battery chargers
- GFCI outlets
- Microwave oven
- Refrigerator, operates on both DC and AC.

The AC electrical system consists of the following major components:

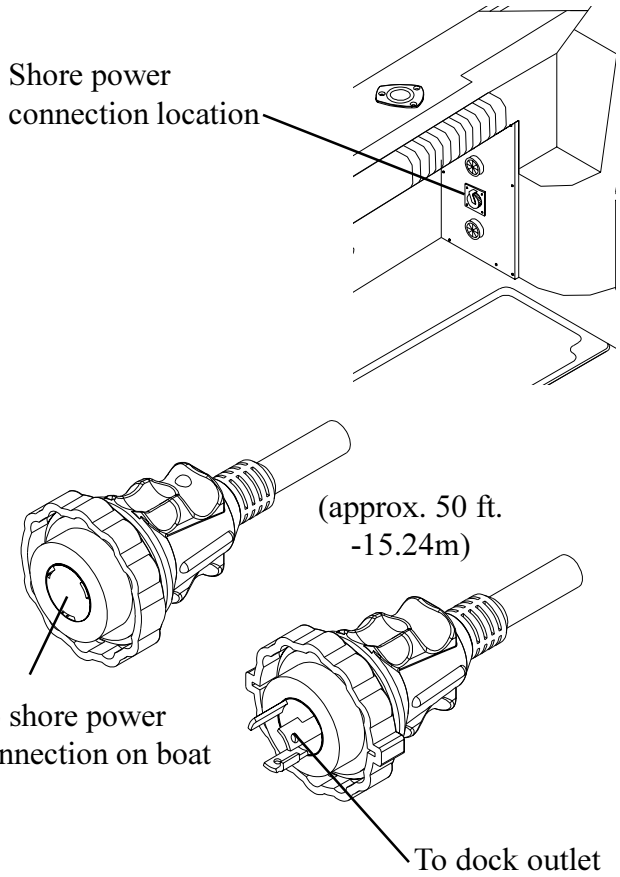
- 30 amp shore power inlet with circuit breaker and 50 ft. power cord.
- AC main distribution panel, with reverse polarity indicator light and alarm.
- Neutral buss to connect neutral wires of each component (white wires).
- Ground buss to connect the ground wires of each component (green wires).

The AC system for the 275 Conquest is a polarized, grounded neutral system, using only quality marine grade wiring and components.
AC VOLTMETER:
This indicates the voltage available(0-150 volts) at the distribution panel. It will normally register 120 volts. **If the meter registers less than 110 volts or more than 125 volts, DO NOT energize any AC circuits.** Return power source switch to the off position and contact your nearest Boston Whaler® dealer.
SHIP TO SHORE POWER:
Your 275 Conquest has the capability to connect to shore power. By means of a 50 ft. weather-tight electrical plug that secures to a screw-on electrical outlet. The outlet is located on the forward port side of the gunwale. Plug in the female connector end to the male connector and turn to lock.

AC Main Distribution Panel



The shore power connection set-up is included in the Cruise Package, (110V) and the European Cruise Package, (220V) and includes the 50 ft. power cord. When travelling abroad you may find that power configurations for the 110V and the 220V may differ. Understand what type of power your boats electrical system requires. other configurations may require you to carry a variety of adapters to allow connection of your shore power to different types of dock outlets. Main circuit breakers protect the system from overload. Before connecting shore power, switch th breakers to the "OFF" position. Connect the shore power and check for reverse polarity alarms, than switch the appropriate breakers to the "ON" position.



ISOLATION TRANSFORMER:

Your 275 Conquest is fitted with an Isolation Transformer. The isolation transformer is a maintenance free unit that isolates your boat from the shore power system. The isolation transformer minimizes the electrolytic corrosion caused by stray currents. It will also protect the boat from missing ground or reverse polarity conditions.

OPERATION

The AC Main Distribution Panel, (MDP) located inside the cabin; controls the power to the Isolation Transformer. Once the boat has been securely moored you can connect the shore power cord to the shore power outlet. The shore power main and the transformer main must be switched "ON" to operate the individual circuits on the AC/DC panels.

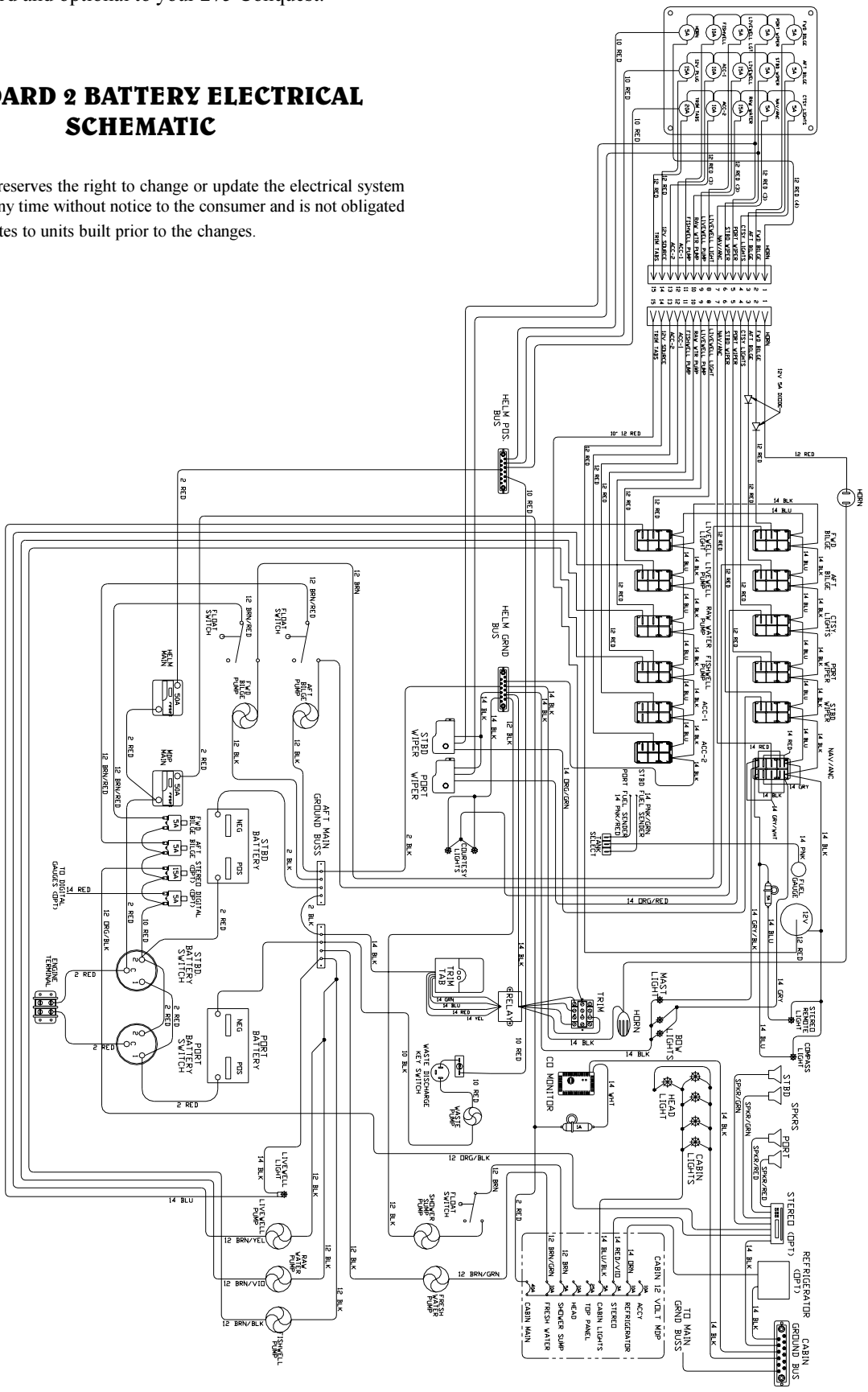
BATTERY CHARGER:

If your 275 Conquest is set up with the **Cruise Package** or **European Cruise Package** you will have the ability to charge your batteries (without engines running) while connected to shore power ONLY. The battery charger switch on the AC main distribution panel will need to be activated to charge the system. The system is automatic and little or no maintenance is required. Access to the battery charger is through the aft cockpit hatch on the starboard side.

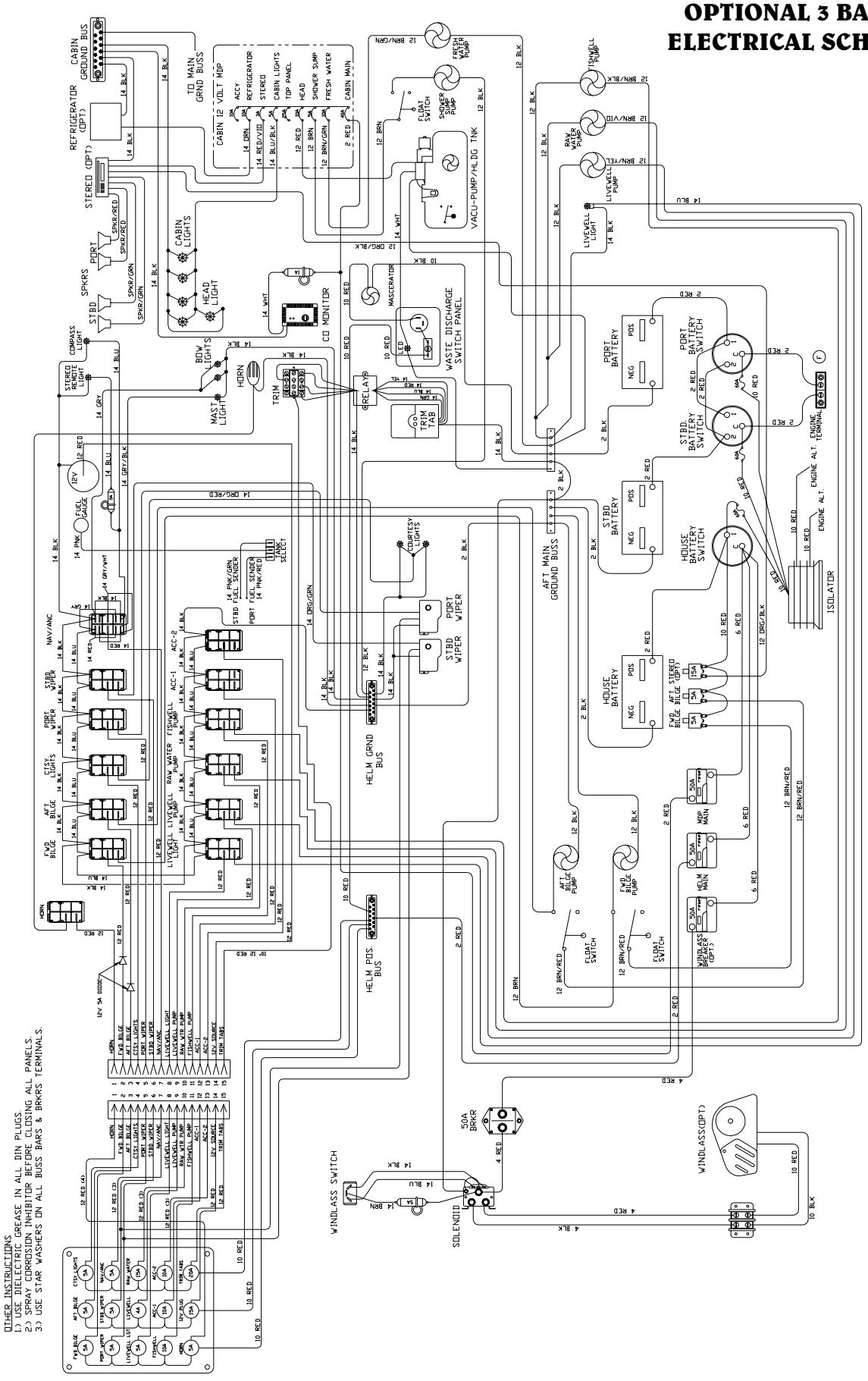
These electrical diagrams were generated by technicians in our Engineering Department and are for reference; to be used by service technicians. Boston Whaler® does not recommend that you attempt to work on the electrical system yourself, instead we suggest that you take it to an authorized Boston Whaler® dealer for electrical service.The next three(3) pages are wiring diagrams that are standard and optional to your 275 Conquest.

STANDARD 2 BATTERY ELECTRICAL SCHEMATIC

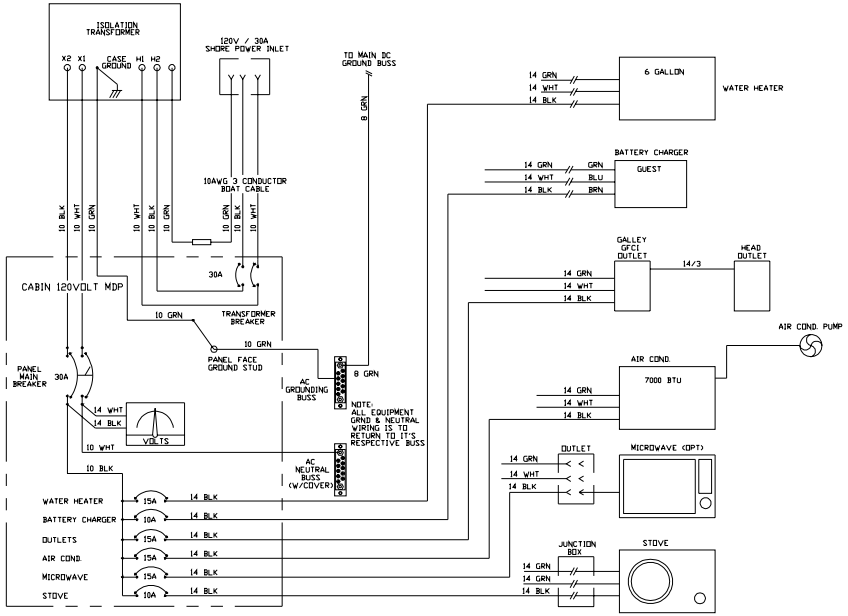
Boston Whaler® reserves the right to change or update the electrical system on any model at any time without notice to the consumer and is not obligated to make any updates to units built prior to the changes.



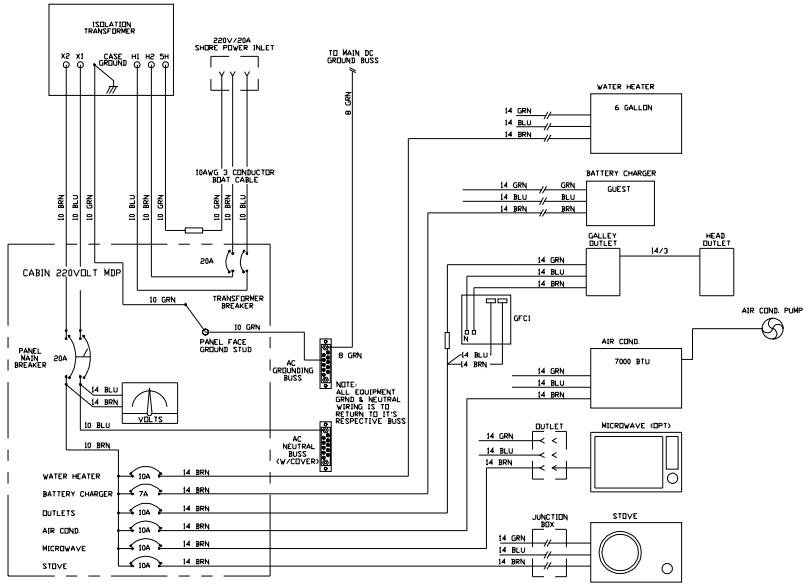
OPTIONAL 3 BATTERY ELECTRICAL SCHEMATIC



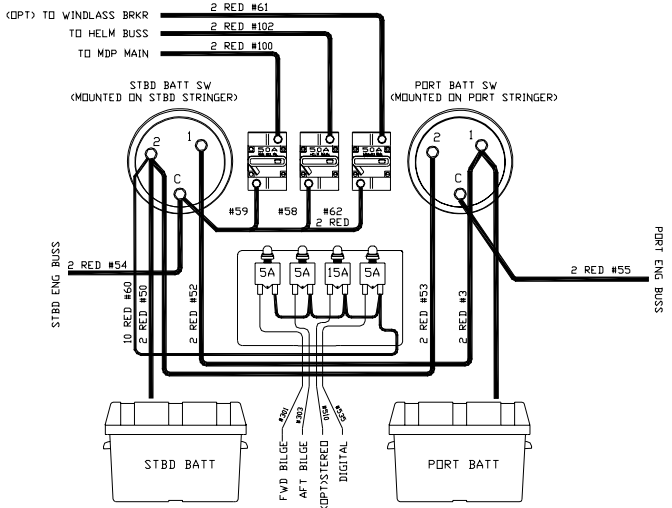
120 VAC Wirng Diagram



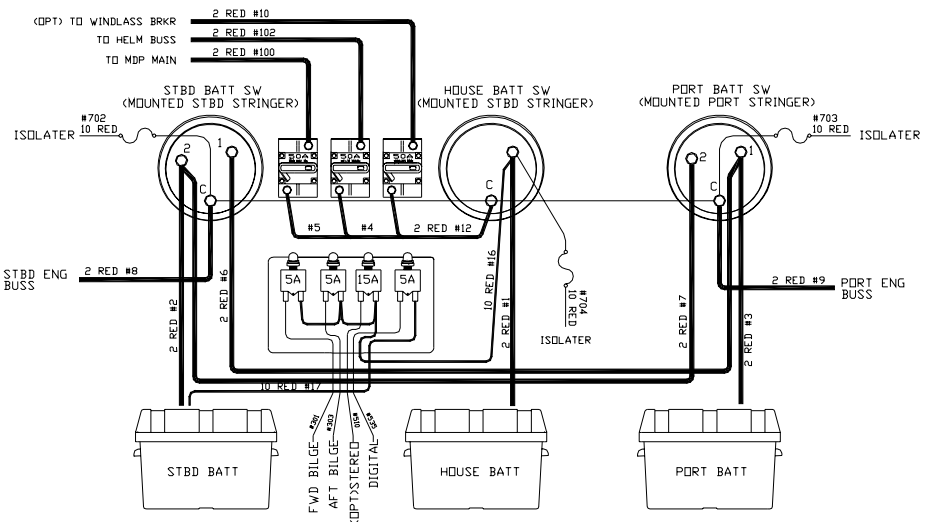
220 VAC Wirng Diagram

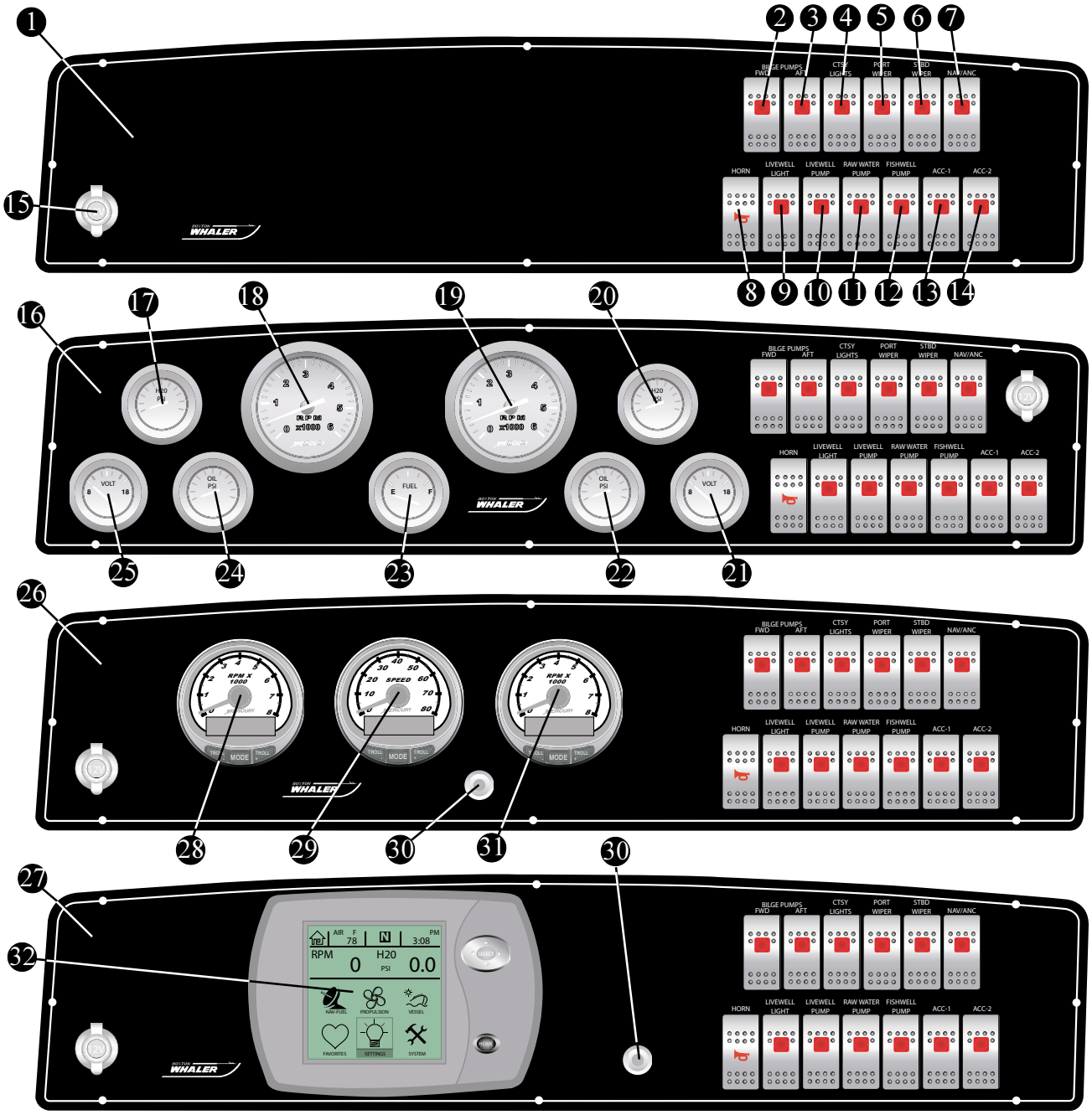


STANDARD 2 BATTERY SWITCH DIAGRAM



OPTIONAL 3 BATTERY SWITCH DIAGRAM

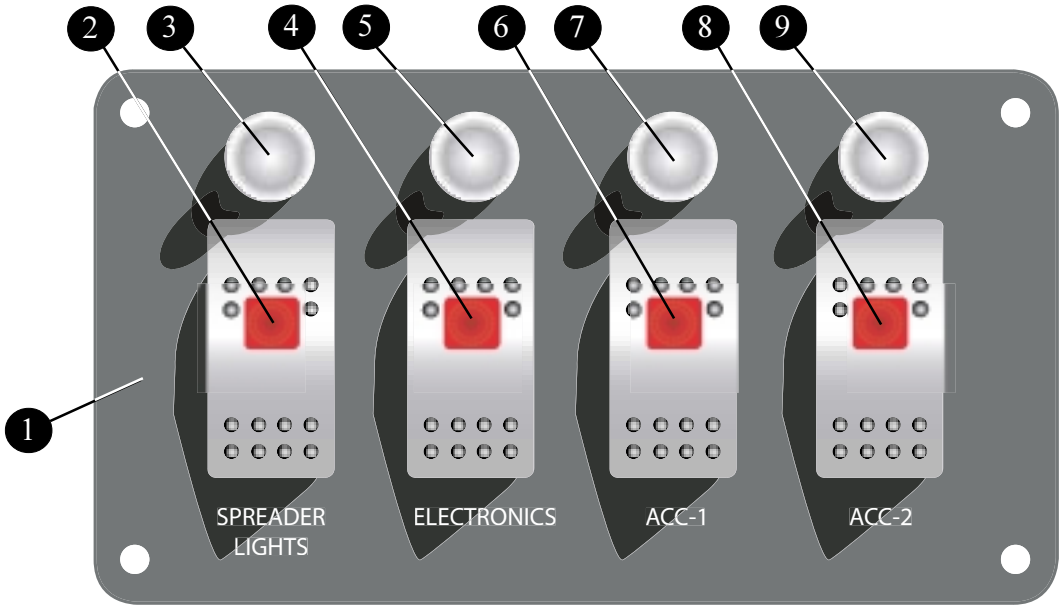




1. Instrument panel, Blank
2. Bilge Pump, Forward
3. Bilge Pump, Aft
4. Courtesy Lights
5. Port Wiper
6. Starboard Wiper
7. Navigation/Anchor Light
8. Horn
9. Livewell Light
10. Livewell Pump
11. Raw Water Pump
12. Fishwell Pump
13. Accessory 1
14. Accessory 2
15. 12V Accessory Plug
16. Instrument Panel, Analog
17. Water Pressure, Port
18. Tachometer, Port
19. Tachometer, Starboard
20. Water Pressure, Starboard
21. Voltage, Starboard
22. Oil Pressure, Starboard
23. Fuel
24. Oil Pressure, Port
25. Voltage, Port
26. Instrument Panel, Deluxe
27. Multi-System Tachometer, Port
28. Multi-System Speedometer
29. Air Temperature Sensor
30. Multi-System Tachometer, Starboard
31. Instrument Panel, System View
32. System View Monitor

CAUTION

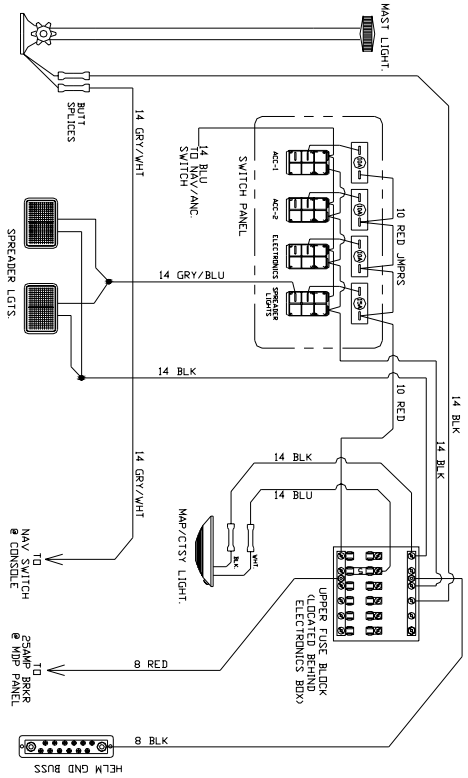
Never reset a breaker without first determining and correcting the cause of the trip. Should a circuit repeatedly trip, have a qualified electrician determine and correct the cause.



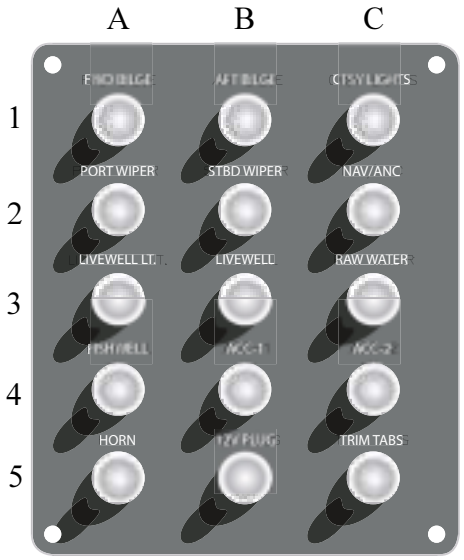
HARD-TOP SWITCH PANEL (OPTIONAL)

1. Hard-Top Switch Panel
2. Spreader Lights Switch
3. 15 Amp Breaker/Spreader Lights
4. Electronics Switch
5. 10 Amp Breaker/Electronics Switch
6. Accessory Switch 1
7. 10 Amp Breaker/Accessory Switch 1
8. Accessory Switch 2
9. 10 Amp Breaker/Accessory Switch 2

Switch Panel Wiring Diagram



Breaker Panel

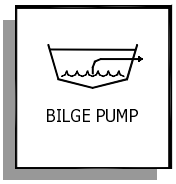


- a1 5Amp Breaker/Forward Bilge
- a2 5Amp Breaker/Port Wiper
- a3 5Amp Breaker/Livewell Light
- a4 10Amp Breaker/Fishwell Pump
- a5 5Amp Breaker/Horn
- b1 5Amp Breaker/Aft Bilge
- b2 5Amp Breaker/Starboard Wiper
- b3 15Amp Breaker/Livewell Pump
- b4 10Amp Breaker/Accessory 1
- b5 15Amp Breaker/12V Accessory Plug
- c1 5Amp Breaker/Courtesy Lights
- c2 5Amp Breaker/Navigation/Anchor
- c3 15Amp Breaker/Raw Water Pump
- c4 10Amp Breaker/Accessory 2
- c5 20Amp Breaker/Trim Tabs

Bilge Pumps

⚠ NOTICE

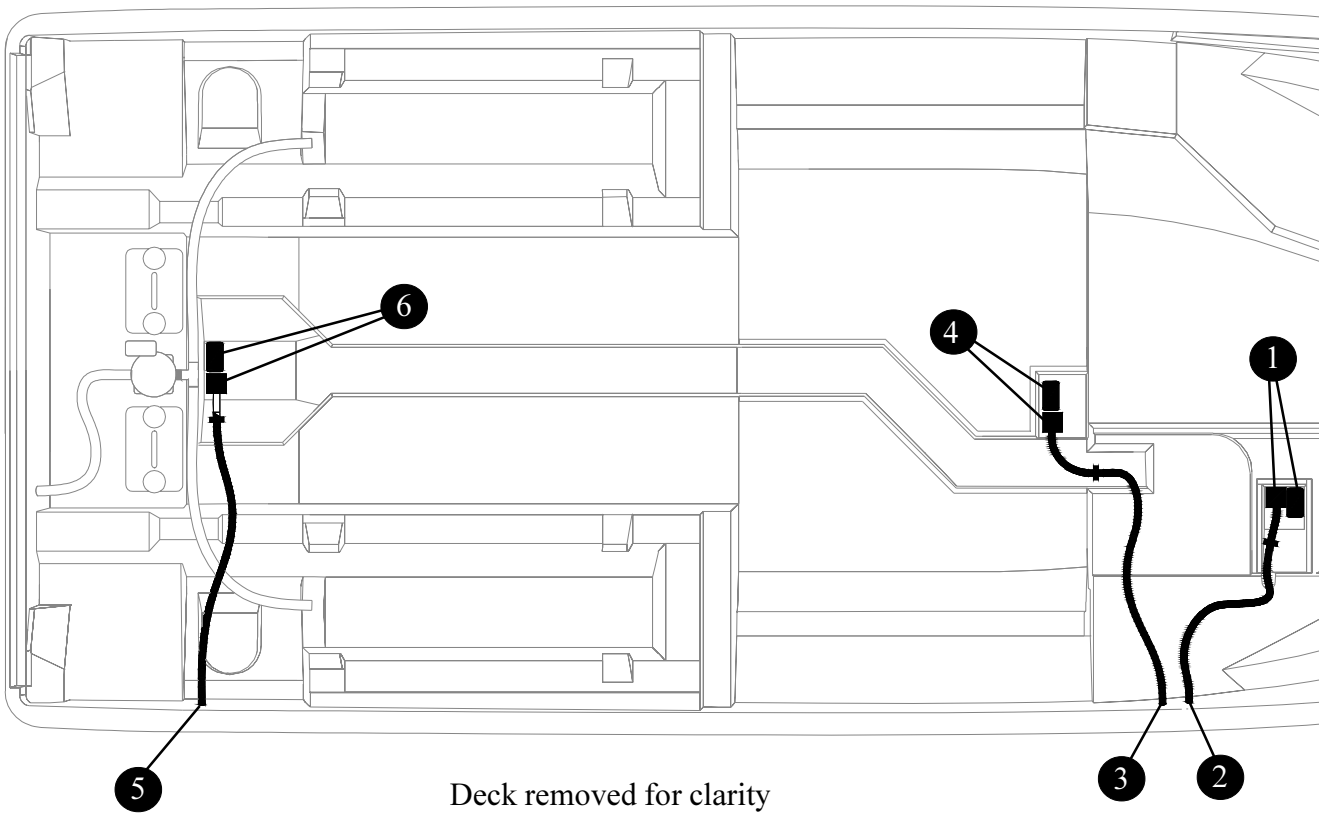
Your bilge pumps have been directly wired to your battery and are controlled by their float switches. Be sure to keep the float switches free of debris to avoid draining your batteries.



The 275 Conquest is equipped with three (3) electric bilge pumps with automatic float switches.

The 1000 GPH main bilge pump is located in the aft section of the boat forward of the remote oil system. This pump discharges water out of the aft starboard side of the boat. The second 800 GPH bilge pump is located in the mid-cabin area with the bilge water exiting out the midship starboard side of the boat.

The third is an 800 GPH sump pump, located in the head/shower compartment floor. The shower sump pump is located in the head compartment floor under the drain, with its bilge water exiting out of the starboard side of the boat. The forward and aft bilge can be operated manually from the instrument panel while the shower sump can be operated from the M.D.P. Pressing the switch will energize the pump regardless of the position of the float switch, otherwise it will activate automatically when water in the bilge reaches a certain level. The bilge pumps are completely sealed units and maintenance is minimal. You to check around the float switch for debris and gummy bilge oil that could impede operation. Check the bilge pump and hoses for wear; clean and repair if neccessary.



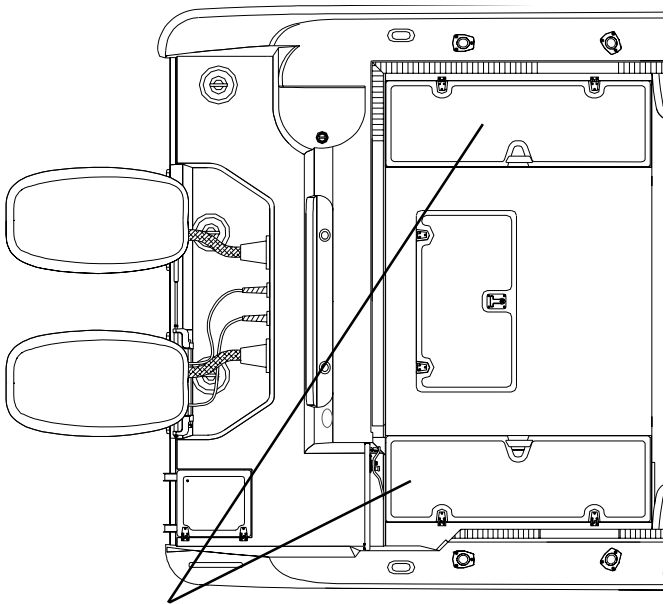
Deck removed for clarity

BILGE PUMP LAYOUT

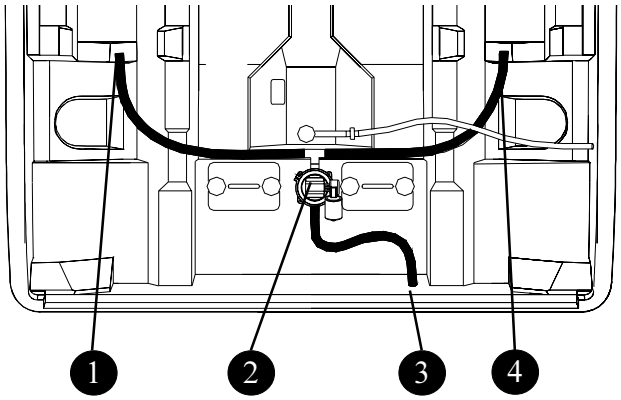
1. Shower sump pump & float switch, From head compartment,(800 GPH)
2. Shower sump drain, overboard
3. Mid cabin bilge pump overboard
4. Mid-cabin bilge pump & float switch, (800-GPH)
5. Aft bilge pump overboard
6. Aft bilge pump & float switch, (1000 GPH)

Fishbox & Pumps

The 275 Conquest is equipped with two (2) insulated fishboxes. Located on the aft port and starboard section of the cockpit the fishboxes are for holding the days catch and keeping them cold by storing ice in the boxes. The pump that services both fishboxes is located in the aft cockpit machinery access compartment. Water that accumulates at the back of the fish boxes will get pumped out the aft transom of the boat. This can be done manually by activation of the fishwell pumpout switch located on the instrumentation panel. Inspect all hose and electrical connections periodically.



Fishbox locations on the deck

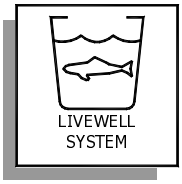


FISHBOX PUMP-OUT SYSTEM
1. Port fishwell drain hose
2. 12 Volt diaphragm fishwell pump
3. Pumpout hose to transom
4. Starboard drain hose

Deck Drains

The 275 Conquest has a deck that is self-bailing, which means that water gets drained overboard via scuppers. The scupper has a flap that allows water to be drained out but will not let seawater in. Check the scuppers for debris that might keep water from draining out of the cockpit properly. The motorwell has drains also, make certain that the access hatch is closed and secured to keep water from getting into the bilge during rough seas. The aft cockpit machinery access compartment hatch is sealed with a gasket that needs to be coated with a petroleum jelly or lithium grease to protect it from the elements and to keep it pliable and waterproof.

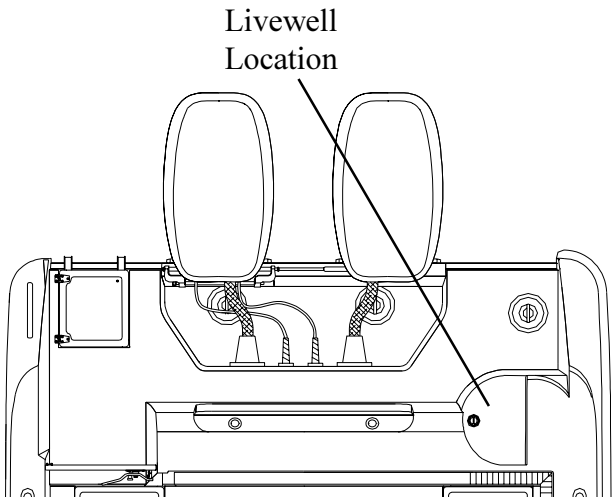
Livewell

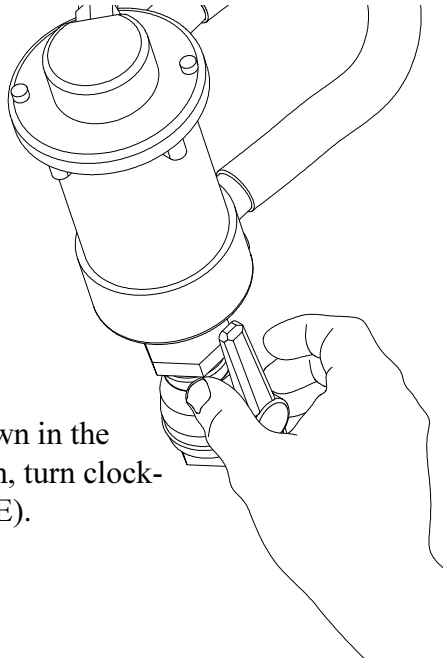


The 275 Conquest is equipped with a livewell bucket that is located under the hatch on the aft port side of the sterndeck. The livewell system's primary function is to keep baitfish alive by circulating seawater into the livewell bucket. The raw water pump, seacocks and plumbing that service the system can be reached through the opening below the sterndeck seat on the port side.

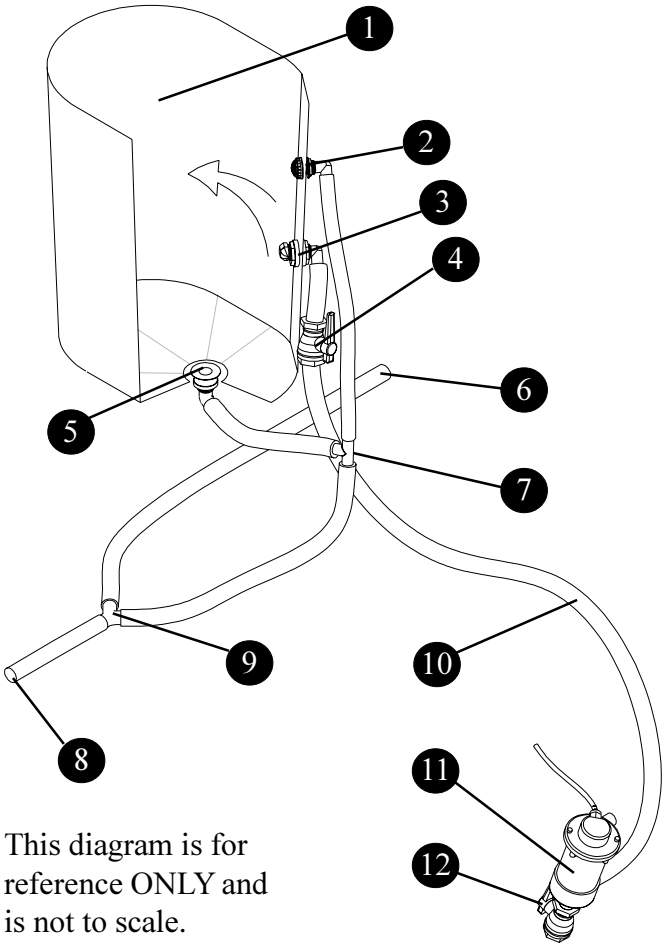
OPERATION:

The livewell can be filled by using the switch marked "LIVEWELL" on the instrument panel. Before filling the livewell, you must make certain the hull seacock is in the open position. The hull seacock can be accessed by removing the center bulkhead under the stern seat. The nozzle that fills the livewell bucket can be adjusted to circulate the water. There is a single overflow drain to the livewell bucket, excess water is drained to the transom fitting.





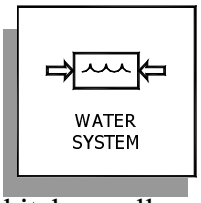
Seacock, (shown in the OPEN position, turn clockwise to CLOSE).



This diagram is for reference ONLY and is not to scale.

1. Livewell Tank
2. Livewell Tank Drain, Overflow
3. Livewell Tank Fill
4. Livewell Seacock
5. Livewell Tank Drain, Basin
6. Deck Drain
7. "T" Fitting
8. Transom Drain
9. "Y" Fitting
10. Raw-Water Supply from Pump
11. Raw-Water Pump
12. Seacock, (see detail above)

Water System



Your 275 Conquest is fitted with a 30 Gallon,(114L) fresh water tank. The standard water system includes: plumbing, pump and connections for water service to the transom shower, kitchen galley sink, head compartment shower/sink and the head unit. It is a cold water system, a water heater is available as part of the **Cruise Package Option**, check with your authorized Boston Whaler® dealer for more information. The water tank can be filled by using the water fill located on the starboard gunwale mid-ship. Be sure to fill the water tank from a source known to provide safe, pure drinking water.

FRESHWATER PUMP:

The freshwater pump can be accessed through the aft cockpit machinery access compartment. The pump is located on the aft port side of the compartment along with the raw water pumps.The pump is fitted with a strainer that periodically needs to be checked for blockages.

OPERATION:

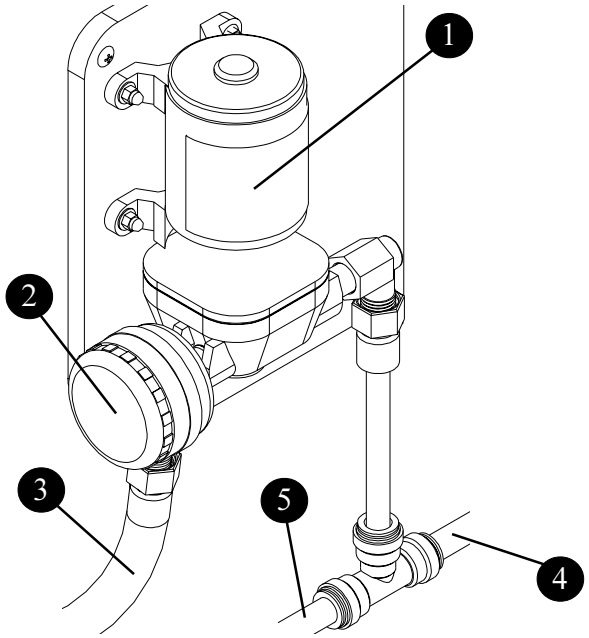
The shower attachment located in the starboard transom can be operated by turning on the freshwater switch on the DC main distribution panel (M.D.P.) located on the port wall of the cabin interior. To operate the shower, pull the shower/wand out of its encasement and press the button on the handle. The head compartment has a shower/wand attachment that is integrated into the sink. When using the sink turn the lever to pressurize the system. This lever needs to be pressed to start water flow. When using it as a shower; simply pull the shower/wand out of its base until there is sufficient length to reach the shower head support. The head compartment is fully sealed and the water drains directly to a bilge pump located under the hatch in the head compartment floor that will ensure water will be pumped overboard.

The galley sink is located on the port side as you enter the cabin. The galley sink works in a manner very similar to the head compartment sink, the water pump pressurizes the system, turn the lever to operate. Water from the galley sink exits out the port side of the boat.

operated. It is advised that the strainer not be removed to prevent clogging. The (optional) prep center is also fed by the fresh water system. It is located behind the pilot seat and has a sink with drain, cutting board, and faucet.

Freshwater Pump Diagram

1. Fresh water pump
2. Pump strainer
3. Supply hose from 30 gallon water tank
4. Supply hose to galley sink & faucet, head compartment, and Optional water heater.
5. Supply hose to aft shower



MAINTENANCE: Very little maintenance is required for the system, other than annual disinfecting and winterizing. Occasionally the faucets might need to be repaired or replaced due to calcium build-up. Periodically check the entire system to assure that the hose connections, tube fittings, electrical connections and mounting bolts are properly secured, and free of chafing caused by movement of the hoses or tubing against a fixed object.The strainer between the pump and the tank should be checked and cleaned several times during the operating season.

WINTERIZING THE SYSTEM: Draining the freshwater system will require you energize the freshwater pump switch on the DC main distribution panel, open all faucets, and empty the fresh-

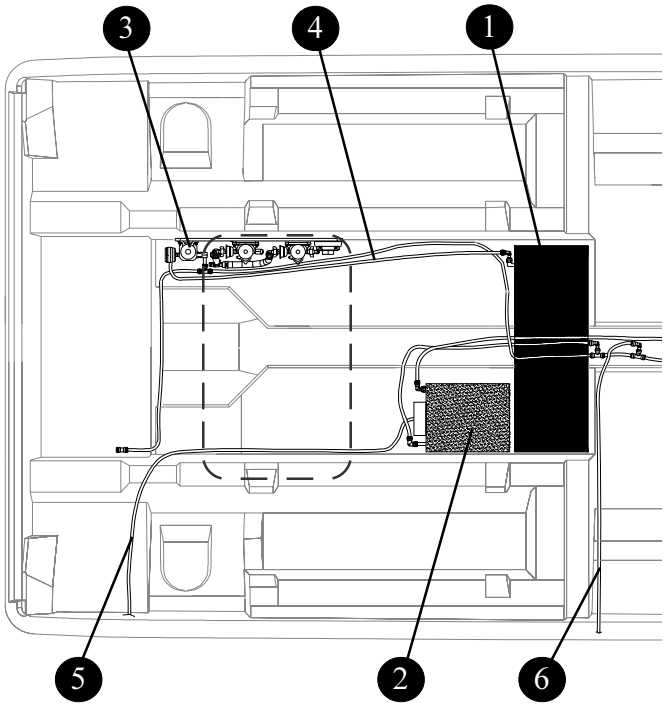
water tank, de-energize the fresh water pump switch. Place a label on top of the water heater breaker explaining that the water system is empty and the water heater should not be used. The heater should only be activated when there is an ample water supply available.

DISINFECTING THE SYSTEM:

Your freshwater system needs to be disinfected prior to being filled. Before you fill the freshwater system it is vital that it be properly disinfected. the following procedure is recommended to disinfect the freshwater system:

- Flush the entire system thoroughly by allowing potable water to flow through it.
- Drain the system completely.
- Fill the entire system with an approved disinfecting solution (check with your dealer for recommendations) and follow the method prescribed by the manufacturer.
- After disinfecting, drain the entire system.
- Flush the entire system thoroughly several more times with potable water.
- Now the system is ready for use, fill with potable water.

Ask your dealer if this has been done and what procedures are needed to accomplish this. This should be done annually or before using the system if it has been laid up for an extended amount of time.

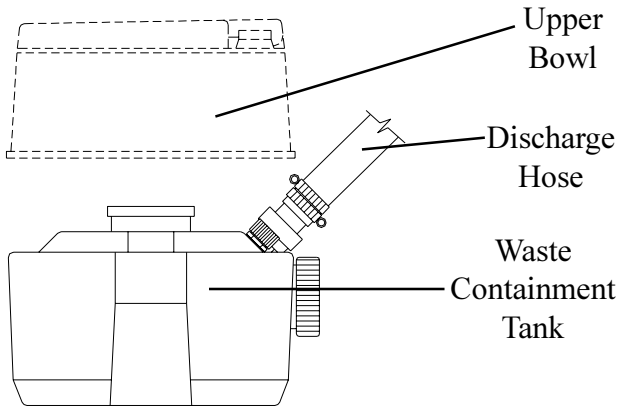


NOTICE

There are severe state and federal penalties for discharging raw sewage and solid waste in waters where it is not permitted. Check with local authorities on where this is permissible, if possible employ the use of a shore side discharge.

HEAD SYSTEM

Your 275 Conquest has an enclosed head compartment located on the starboard aft section of the cabin. It is fitted with a standard Sani-Potti waste containment system that includes: The Sani-Potti unit, Macerator/Overboard Discharge Pump, Seacock, Vent and associated hoses and clamps. The Sani-potti system has a lower tank and an upper tank. The upper part of the tank holds freshwater used for flushing the system. The waste from the unit can be held in the lower part of the tank, it has a capacity of 5.2 gallons. Complete operating instructions can be found in the sani-potti operations manual.



1. 30 Gal. (114L) freshwater tank.
2. Optional 6 Gal. (23L)water heater.
3. Freshwater pump
4. Water supply line from tank to pump.
5. Water supply line to deck shower.
6. Water tank vent.

MACERATOR/OVER BOARD DISCHARGE:
Your waste system can also incorporate the use of a macerator. The macerator/discharge pump draws solid and liquid waste from the holding tank and processes it prior to discharging it overboard through a seacock. The pump is designed to handle waste, toilet tissue and facial tissue but will not pump solid objects. There are bodies of water where discharge of raw sewage is prohibited.
OPERATION: The **overboard discharge pump** on the 275 Conquest can be operated by using the key switch panel located on the starboard wall of the head compartment. Using this method will empty the contents of the holding tank. If overboard discharge will be utilized, it will be necessary to open the seacock located under the access plate on the port side of the motorwell. Use the foot pedal located on the starboard side of the toilet to empty the contents of the unit into the waste holding tank. The waste can be kept there until a suitable waste recovery station can be reached to discharge the system.

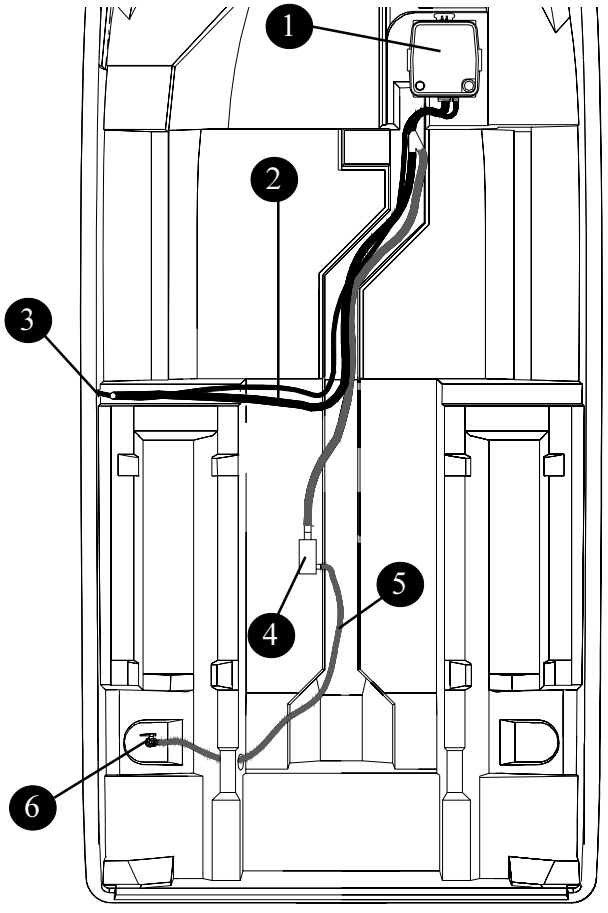
Sani-Potti with Macerator & Overboard Discharge

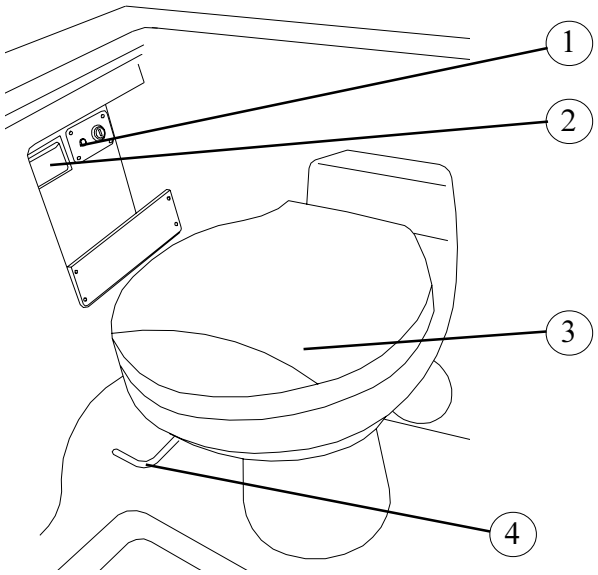
1. Sani-potti unit
2. Deck pumpout hose
3. Waste tank vent
4. Macerator
5. Overboard discharge hose
6. Overboard discharge seacock

READ ALL INSTRUCTIONS PERTAINING TO THE CARE AND MAINTENANCE OF THE PUMPS.

After opening the seacock follow these two steps.
- Turn on the breaker marked "HEAD" located on the DC main distribution panel (M.D.P.).
- Turn the key clockwise to operate the Macerator pump.

MAINTENANCE: After long periods of non-use, the macerator pump may not turn freely. Regular usage of the system will reduce the chances of this occuring. If the system does require maintenance contact your nearest dealer.
SHORE SIDE DISCHARGE: Your waste system can also be discharged by using the services of a dockside pumpout facility. The discharge port is located on the port side of the gunwale and is marked "WASTE" and access to the port is gained by use of a special key. The dockside facility will have a connection to fit your boat. It is important that you close your macerator discharge seacock prior to using the connection. Shore side discharge is a preferred method of waste control.



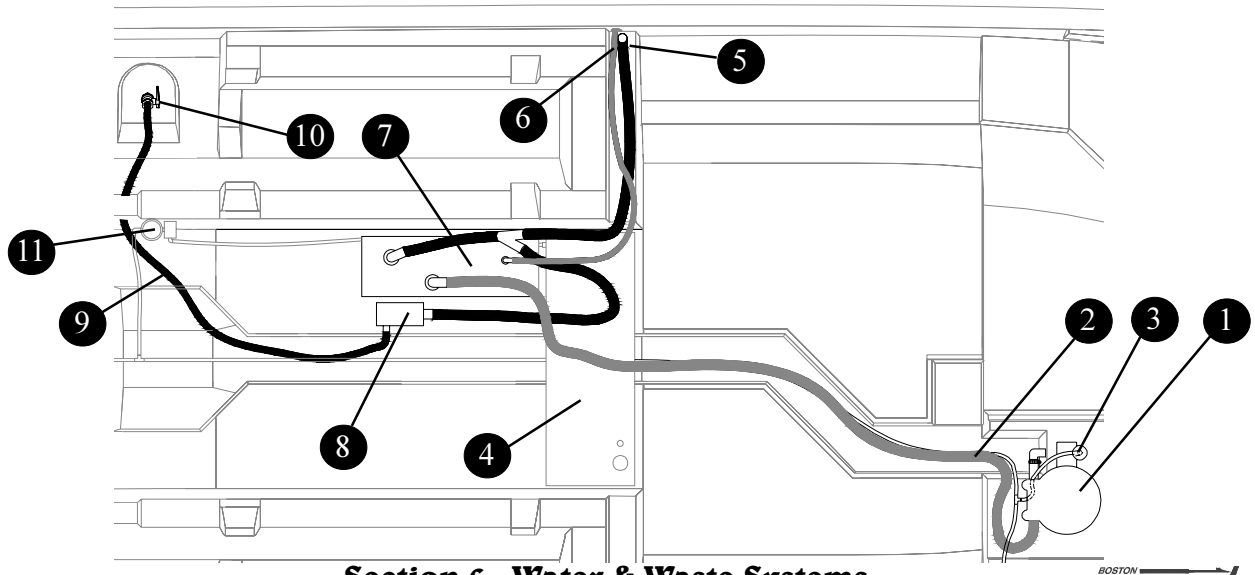


Head compartment arrangement

1. Overboard discharge key panel
2. GFCI outlet
3. Vacu-flush toilet
4. Vacu-flush activation handle

Vacu-Flush Toilet with Macerator, Overboard Discharge & Holding Tank

1. Vacu-Flush toilet
2. Discharge hose to Holding Tank
3. Water supply to Vacu-flush toilet
4. 30 Gal. (114 L) Fresh water tank
5. Deck pumpout port
6. Holding tank waste vent
7. Waste holding tank/Vacu-flush unit
8. Macerator
9. Macerator discharge hose
10. Seacock
11. Freshwater pump



ENVIRONMENTAL CONSIDERATIONS:

The Environmental Protection Agency (EPA) standards state that in freshwater lakes, reservoirs, impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate traffic subject to this regulation. Marine sanitation certified by the United States Coast Guard (U.S.C.G.) installed on vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated or any other waste derived from sewage.

The EPA standards further state that this shall not be construed to prohibit the carriage of Coast Guard certified flow through treatment devices which have been secured so as to prevent such discharges. They also state that the waters where a Coast Guard certified marine sanitation device permitting discharge is allowed include: Coastal waters, Estuaries, The Great Lakes and Intercoastal waterways, Freshwater lakes and Impoundments accessible through locks and other flowing waters that are navigable interstate by vessels subject to this regulation. (40CFB 140.3)

Propeller Information

⚠ DANGER

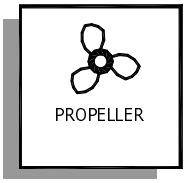
Disconnect power by moving the battery switch to the "OFF" position prior to removing the propeller.

⚠ NOTICE

It is advised that you always carry a spare propeller, propeller hardware and propeller wrench on board. Should your propeller become damaged it can be easily replaced.

⚠ NOTICE

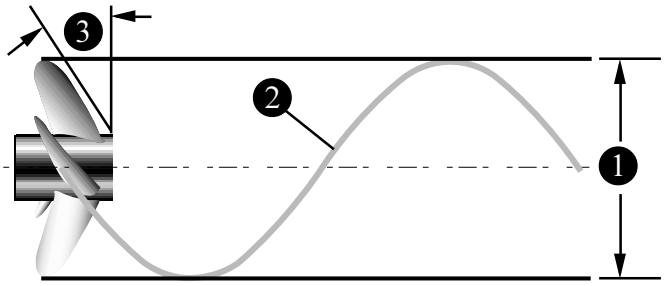
Under no circumstance use a propeller which allows the engine to operate at a higher than recommended RPM.



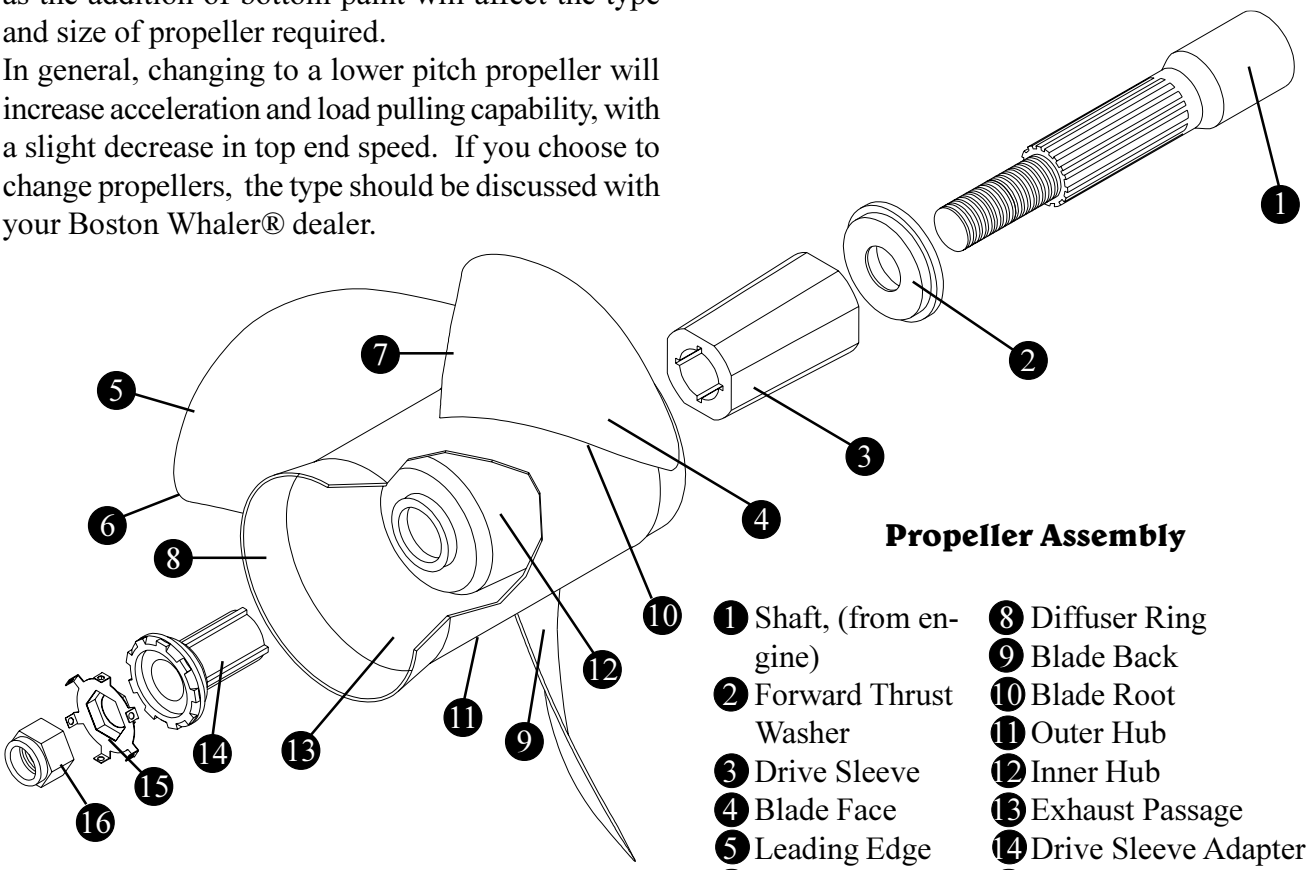
The engine(s) on the 275 Conquest have been equipped with propellers which our tests have shown to be best suited for general use under normal conditions and load. In some situations you may wish to change the propellers to give your boat slightly different performance characteristics. Changing your boats running surface, such as the addition of bottom paint will affect the type and size of propeller required.

In general, changing to a lower pitch propeller will increase acceleration and load pulling capability, with a slight decrease in top end speed. If you choose to change propellers, the type should be discussed with your Boston Whaler® dealer.

All propellers are designed to provide maximum forward thrust, so the reverse thrust of the propeller will not be as efficient. The 275 Conquest uses propellers that are designed to counter-rotate, which means that the port engine's propeller rotates the opposite direction of the starboard engine. This will balance the torque effects of the engine's and along with the hydraulic steering will reduce driver fatigue by eliminating the constant need to fight the wheel.



1. Propeller Diameter
2. 1 Revolution, (Pitch)
3. Propeller Rake



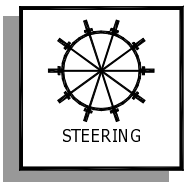
Propeller Assembly

1. Shaft, (from engine)
2. Forward Thrust Washer
3. Drive Sleeve
4. Blade Face
5. Leading Edge
6. Blade Tip
7. Trailing Edge
8. Diffuser Ring
9. Blade Back
10. Blade Root
11. Outer Hub
12. Inner Hub
13. Exhaust Passage
14. Drive Sleeve Adapter
15. Lock Ring
16. Prop Nut

Hydraulic Steering Information

⚠ CAUTION

Continuous kinking, chafing, rubbing and twisting may eventually weaken hose(s) to a point of rupture during normal steering operation. Visually inspect all hoses and fittings for wear and/or damage.



Your 275 Conquest is equipped with a teleflex, hydraulic steering system. The hydraulic steering system consists of:

- Steering wheel and helm pump unit
- Engine hydraulic cylinder
- Hydraulic hoses and fittings

For your convenience there is a lever at the base of the steering wheel that can be pushed to adjust the tilt angle of the steering wheel.

OPERATION:

When turning the steering wheel either clockwise or counterclockwise, the helm pump forces hydraulic fluid through hoses to and from the engine cylinder which is connected to the tiller arm. The engine cylinder moves the tiller arm to port and starboard.

MAINTENANCE:

Proper maintenance of this system will ensure worry-free usage for the life of your boat. Steering system integrity is imperative when engaging in recreational water activities. Special care and attention must be taken to ensure proper performance of the steering system and should include the following:

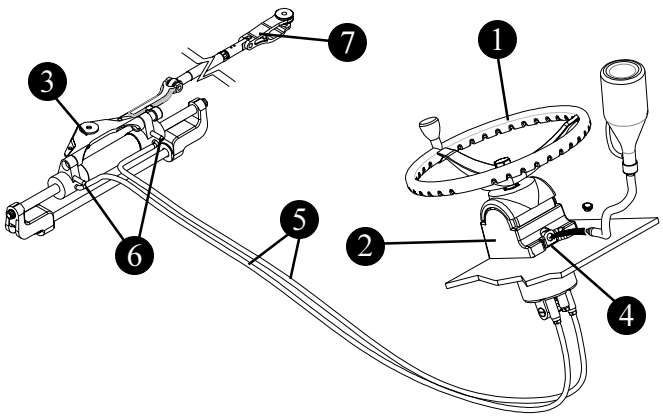
- After the first few hours of operation and at regular intervals, check all fasteners and the complete steering system for security and integrity.
- Check all moving parts to be sure they are free of salt build-up and other foriegn material.
- Inspect for corrosion. Any part affected by corrosion must be replaced.
- When replacing parts, self locking hardware must be used.
- Check the fluid level in the helm pump unit.
- Lubricate slides on the engine cylinders.

All steering systems whether mechanical or hydraulic require regular inspections, periodic adjustment and occasional replacement may be necessary.

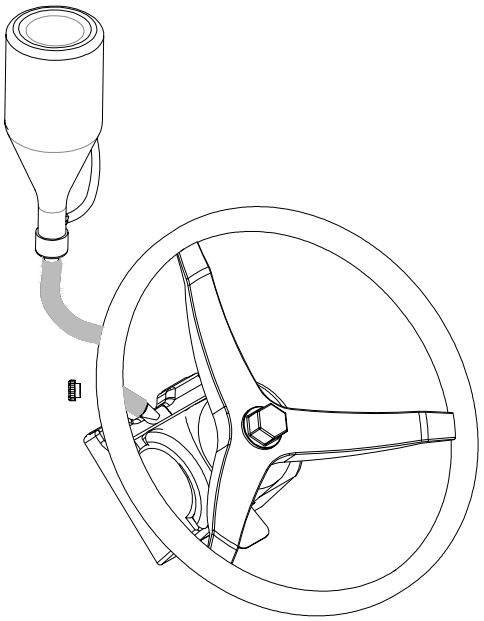
FILLING:

Your owners manual kit has a fill tube that can be used to replenish the hydraulic oil for the hydraulic steering system. Read the manual for complete information.

1. Steering Wheel
2. Helm Pump
3. Engine Mounted Steering Cylinder
4. Hydraulic Pump Fluid Fill
5. Hydraulic Fluid Lines
6. Bleeder Valves
7. Single Cylinder Tie-bar



This view is not to scale, and is meant to reference the various parts that make up the steering system. See your owner's manual packet for more information regarding the steering system.



Power Steering Information

The Verado® engine(s) package comes with a power steering pump that is located under the motorwell access hatch. The major components of the pump system, (for filling & maintenance) is covered by a shroud. Remove the shroud and unscrew the cap to check the fluid level in the reservoir. There is a filter insert that needs to be checked and cleared if necessary. Fill as necessary. Make it a habit of checking the fluid level before each trip.

Use ONLY SAE 0W-30 Full Synthetic Power Steering Fluid when refilling the reservoir. The power steering pump's owner's manual will have all the information regarding care and maintenance. Follow all recommendations carefully.

The system is virtually maintenance free, aside from regular fluid checks and visually inspecting the outside of the unit for sign of leaks or damage.

Gear Shift & Throttle Control

⚠ CAUTION

Shift controls into NEUTRAL before starting engine. Shift only when engine is at idle. Reversing at high speeds can cause a flooding/swamping due to water being pushed over the transom.

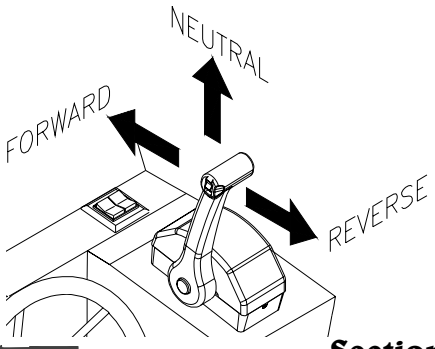
⚠ NOTICE

W ind and sea currents can change how your boat responds while in motion. Understanding your boat and its reactions at speed will make boating for you safer and more enjoyable.

SINGLE LEVER CONTROL (THROTTLE & SHIFT)

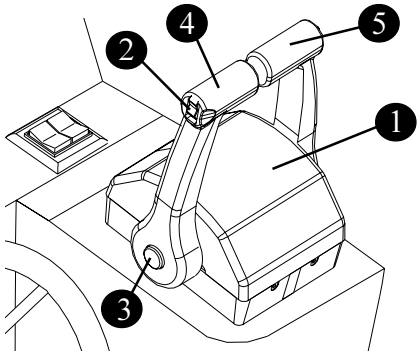
The 275 Conquest is equipped with a gear shift/throttle control unit mounted directly starboard of the steering wheel. The gear shift/throttle control unit for the engine activates both shifting mechanism and throttle.

Single EngineThrottle Control



Dual Engine Throttle Control

1. Gear Shift/Throttle Control Housing
2. Power trim button, Port & Starboard engine
3. "THROTTLE ONLY" button
4. Port engine throttle handle
5. Starboard engine throtlle handle



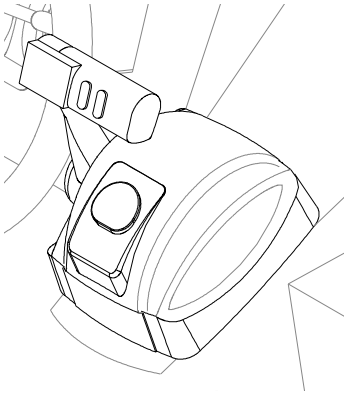
The control must be in the "NEUTRAL" position to start your engine. Neutral is the most upright position of the control unit and acts as an idle, the propeller is not rotating. There is a "THROTTLE ONLY" button at the center of the throttle control that when depressed will disengage the shifting mechanism and will allow you to operate the throttle without engaging the propeller.

This button will automatically engage the shifting mechanism once the throttle control has been moved back to its center position (you will hear and feel a click when it is engaged).

Moving the lever forward engages the forward gear and then the throttle advance. To reverse power, bring the control lever back to engage the reverse gear and increase the reverse thrust. The throttle control regulates the RPM of the engine. Regulating the RPM of the engine will control the speed of the boat. Pulling back on the gear shift/throttle control while moving at a high speed will cause a sudden slowing of the boat and will create a following wake which may rise above the transom and flood the boat.

Digital Throttle/Shift (DTS)®

Your 275 Conquest has the option of using a state of the art "drive-by-wire"gear shift and throttle control system. The Digital Throttle/Shift (DTS)® is the latest technology in recreational boating. There is a separate user's manual that will detail the various systems that can be controlled by the DTS®. Read and follow all instructions regarding the proper use of the DTS® system. The DTS® system can be monitored through the use of the SC5000 display. The SC 5000 will give you a visual readout of all functions regarding your boats engine(s), direction, and applicable fluid capacities.

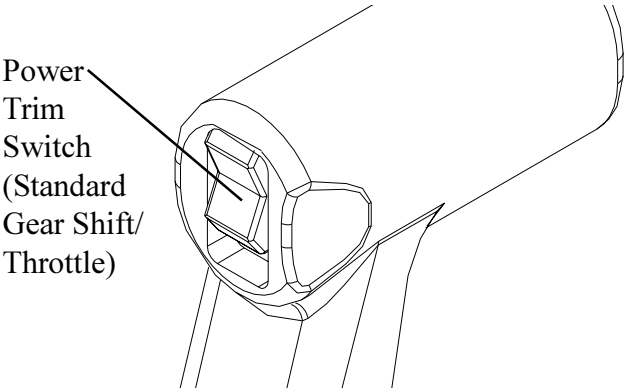


DTS® Engine Throttle Control

Power Trim Operation

The power trim & tilt system allows you to raise and lower the engine(s) outdrive for optimum performance in the water and for trailering, launching and beaching. The switch is a momentary switch; which means that constant pressure must be applied to the switch during the raising and lowering cycle. This also allows for ideal boat angle (in relation to the water surface) for a given load and water condition. In most cases, best all-round performance is obtained with the engine adjusted so that the boat will run at a 3° to 5° angle to the water. The power trim is located on the gear shift/throttle lever.

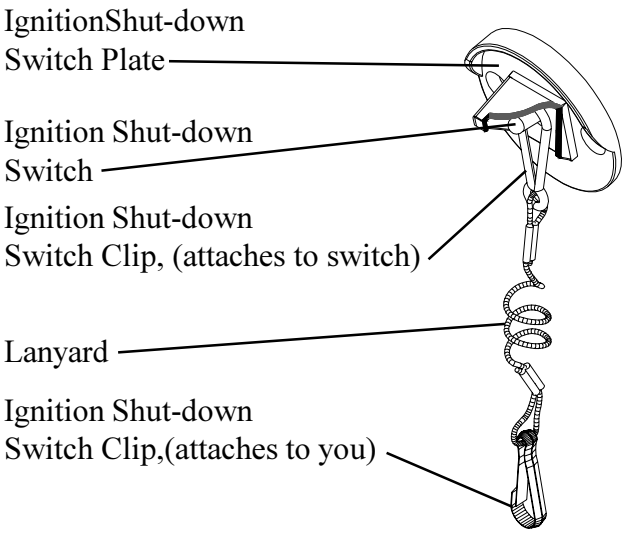
Boats can be operated in a manner and speeds resulting in trim angles that cause visibility to be obscured. Motor trim, hull trim plane and speed are factors that affect a boat's trim angle.



Ignition Shutdown Switch

The 275 Conquest is equipped with an ignition shutdown switch. It is located on the port side of the console next to the steering wheel control. If an emergency arises where the engine must be shut down, a pull on the cord to release the clip from the shut-off will shut down both engines. This switch is designed to shut the engines off when the operator of the boat leaves the control station, either accidentally by falling into the boat, or by being ejected overboard. This would most likely occur as a result of poor operating practices.

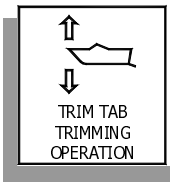
This switch only works when properly used. The decision of whether to use an ignition safety switch or not rests with you, the owner/operator.



Trim tabs

⚠ NOTICE

It is recommended that you check the level of the fluid in the reservoir before using your boat.



Your 275 Conquest is fitted with hydraulic trim tabs. The trim tabs are located on the lower section of your transom and are used to trim the list of your boat caused by improper storage, too many persons on one side of the boat, or strong cross winds.

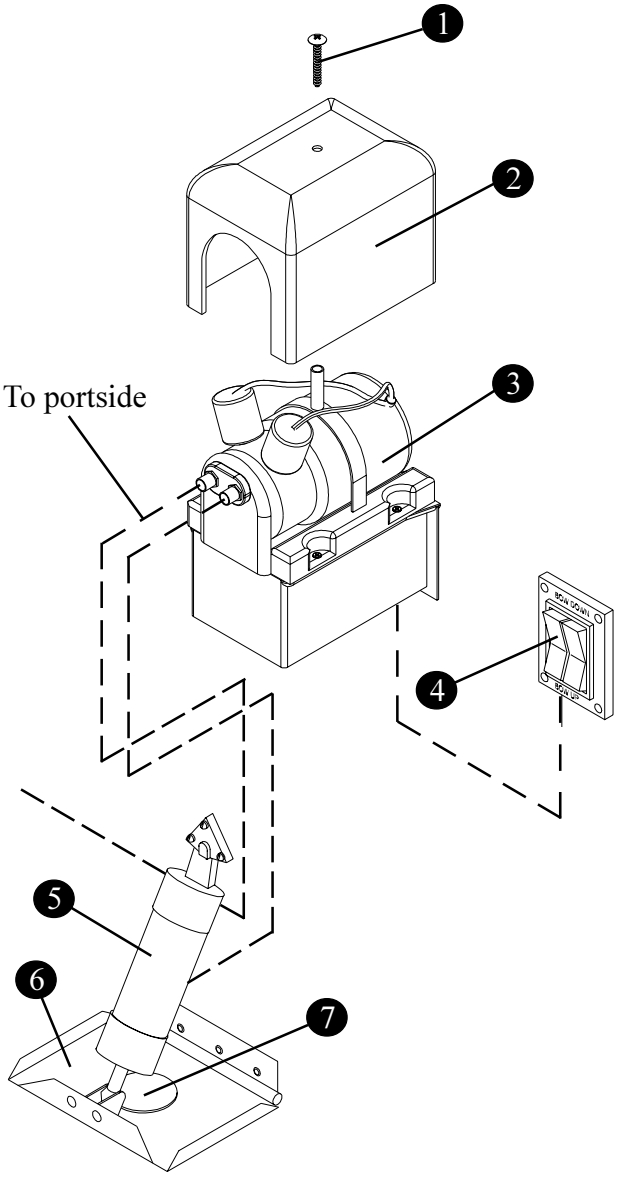
OPERATION: The trim tabs are controlled by rocker switches located on the console above the throttle control. Short momentary bursts of the rockers will achieve proper attitude of the hull. There is a right and left switch for the port and starboard trim tabs. Pushing the buttons forward will cause the bow to lower. Pushing the buttons aft will cause the bow to raise. When used properly the trim tabs will give your boat a smoother more stable ride, help to level the boat,and provide less resistance to the steering system.

The trim tab pump is accessed under the aft cockpit hatch and is located on the starboard wall.

MAINTENANCE: Check for leaks in all the connections and hoses for every 50 hours of operation. If leaks occur, the system may need to be purged and refilled. Use only the fluid specified by the trim tab manufacturer when refilling the system. When the boat is out of the water you should inspect the planes and hinges for marine growths; remove as neccessary. To service the unit, remove the tinted plastic cover to gain access to the reservoir fill plug and motor parts. Please consult your owner's manual for manufacturers recommendation concerning the type of fluid that is best suited for your boat. When filling the reservoir with fluid, be sure to fill up to the "FULL" mark on the pump base. Add fluid with the trim tabs in the "UP" position only.

Trim tab, switch and pump

1. Trim tab pump cover retaining screw
2. Trim tab pump cover
3. Trim tab pump
4. Trim tab switches
5. Hydraulic ram (starboard shown)
6. Trim tab plate
7. Trim tab zinc



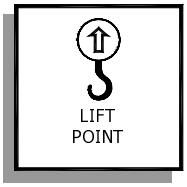
Mooring Points

⚠ DANGER

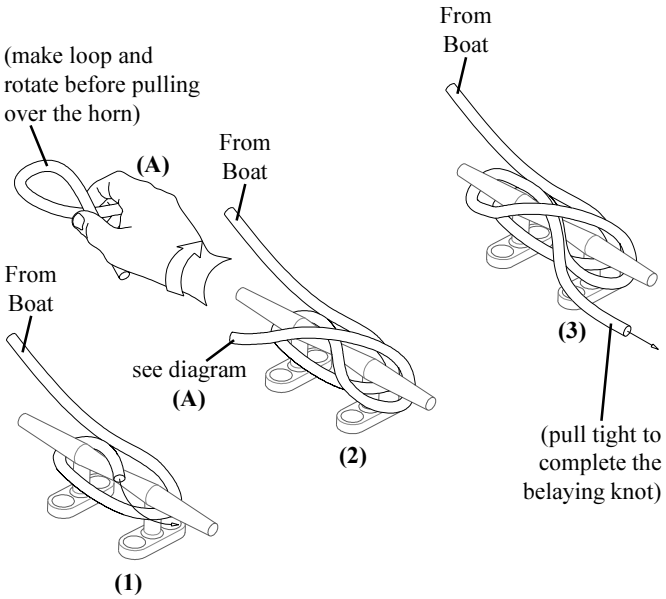
Use only the lifting points specified. Using the cleats for lifting is dangerous and could cause serious injury or death and damage to the boat.

⚠ WARNING

Gelcoat surfaces are slippery when wet. Use extreme caution when walking on wet surfaces. Use care when waxing to ensure that walkways are not made dangerously slippery.



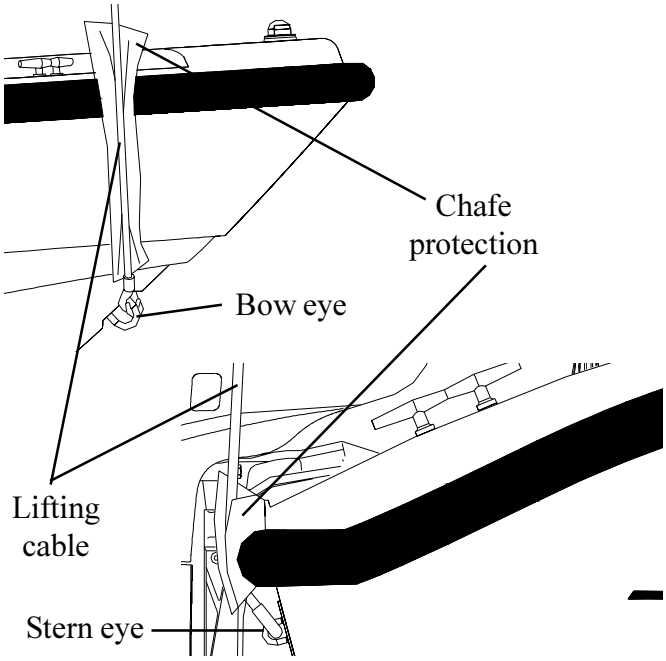
The 275 Conquest has (6) 8 inch cleats, two located at the bow, two located amidship and two located at the stern on the gunwale walls, between the under gunwale rodholders that can be accessed through the hawse pipes. The cleat is used to secure the boat to the dock. While loading/unloading or mooring, please learn the proper way to secure the boat and how best to use the mooring points of your boat. The bow eye is used to haul and hold your boat onto a trailer. The stern eyes should be used as tie down points while trailering the boat. The bow and stern eyes can be used for short term lifting such as for service. Long term lifting with the bow and stern eyes can cause stress on the fiberglass and gel coat and is not recommended. Below is a simple diagram that shows a belaying knot; commonly used to secure a boat to a dock. This knot is will hold fast and is simple to release when needed.



Lifting

Whether you are lifting your boat out of the water for routine maintenance or long term storage, there are some points to consider.

- If you are using a professional lifting service, it is prudent to check all credentials and ask for proof of insurance to protect your investment.
- Use a wide, flat, belting sling for lifting ,to minimize stress on the gunwales. Careful location of the sling is required.
  DO NOT PLACE SLINGS WHERE UNDER WATER FITTINGS WILL BE IN CONTACT.
- If using a lifting hook, attach to bow eye and the stern lifting eyes mounted on the transom. Always use a spreader bar on the stern eyes and use chafing protection on the top of the transom.



Hull Maintenance

Clean the bottom of your boat of marine growth immediately, if the debris dries it will harden and will make its removal very difficult.Waxing of the exterior surfaces is recommended to be done at least twice a year to protect the gelcoat of your boat. Compounding may be neccessary to remove more stubborn stains and chalking from the surface of your boat, compounding must be done after washing and prior to waxing. Check with your Boston Whaler ® dealer on a compatible rubbing compound for your boat. When washing your windshield never use abrasive powders, gritty cloths or steel wool. Always use a damp cloth or a chamois when drying. Metal trim and fittings will stay bright if coated with a good grade metal polish or paste wax after washing. Stainless steel is strong and corrosion resistant, but still requires maintenance to keep its appearance. Crevice corrosion, a brownish coloring; occurs where two pieces of stainless hardware meet.

This condition is caused by impurities in water and air and can be cleaned easily with a good grade marine polish using a sponge, cloth or small bristled brush (for nooks and crannies).

Hull Maintenance, (Blisters)

The fiberglass and resin structure of your boat is porous (intrusion of water into the gelcoat will take some time). Blistering is caused by water soluble materials in the hull laminate. The effect of osmotic pressure allows water to impregnate below the gelcoat and substrate; forming a blister. There have been extensive university studies funded by the United States Coast Guard regarding the cause and effect of blisters forming in the gelcoat of fiberglass boats. Fiberglass blisters can form in near-surface layers of the gelcoat to very deep into the fiberglass structure. The damage can range from cosmetic to catastrophic, (although the latter is a very rare occurance). The studies seemed to point toward long term immersion of the hull in warm water as a primary cause of hull blisters. Stress cracks on the hulls below the waterline also contributed to the formation of blisters on the hull. There are a variety of ways to prevent the formation of hull blistering: Epoxy coatings can be applied to the hull, followed by hull painting.

An alkyd-urethane-silecone marine paint can also be used to aid in the prevention of hull blisters.

Reducing the amount of time that your boat stays in the water also helps prevent hull blisters from forming. Use of a trailer or boat lift will reduce the liklihood of hull blisters forming. Be sure to use a bunk type lift or trailer for long term storage of the boat out of water. If blisters are present in the hull; they need to be properly cleaned and dried out before any barrier protection can be applied. Contact your Boston Whaler® dealer for more information on prevention and treatment of hull blisters.

Bottom Painting

⚠ DANGER

There are risks and dangers inherent with the use of paints and solvents. Dispose properly of all rags, rollers and trays used for painting. Follow all the precautions and regulations listed by the manufacturer before and after painting your boats hull.

Painting the bottom of your boats hull is a good way to slow the formation of hull blisters, and also keeping bottom growth (fouling) under control. To determine the waterline, you will need to place the boat in water and with a full load of fuel and gear, mark the waterline. Measure above the marked line 1 to 3 inches for placement of the tape line. Masking tape is not recommended for the types of paint you will be using. Preparation is the key to a successful hull painting. If the hull is bare, the gelcoat will have to be dewaxed before sanding can begin;otherwise the wax will be dragged into the scratches and will reduce the adhesion properties of the paint. After the dewaxing is complete, light sanding with 80 grit paper is recommended. Proper ventilation and capture of the dust created by sanding is essential. The dust created is toxic and should not be breathed. A proper fitting respirator must be used. DO NOT use a paper filter mask. The paint can be applied after sanding and cleaning is complete. Follow the manufacturer's recommendation for applying the paint. Humidity and weather will play a role in how and when the paint is applied. Several thin layers are better than one thick layer.

Make sure that there is enough paint left to cover areas that were not accessible, (slings, jackstands etc.) and paint accordingly. Follow the manufacturer's recommendation for do's and dont's after the painting is complete. If the hull bottom is already painted, you must be sure to test the paints adhesion to the already painted surface. If the paints are incompatible, the new paint will not adhere to the hull bottom or the paint will "Lift" the old paint. NEVER apply paint without first preparing the old painted surface. The paint is designed to resist algae growth which means it has chemicals embedded in the paint that are harmful if ingested. Take all necessary precautions required before painting or repainting your boats hull. Painting your boats hull will adversly affect the boats speed and perfomance. If your boat will spend most of its time in the water, it might be a good idea to paint the hull bottom, if you will be trailering the boat to and from the water, you might want to forgo the painting. This is an abbreviated section on painting your hull bottom.Your Boston Whaler® dealer should have information on properly painting you boats hull or recommendations on businesses that will paint your hull for you.

Painted Hull Care (Bottom)

The painted hull bottom will need to be inspected annually. Any growth will affect the boats performance and overall look. If it has been a while between inspections you might notice algae or slime growth. This can be cleaned with a coarse towel or soft bristle brush. The growth should be cleaned immediately after the boat has been removed from the water. If the growth is allowed to dry it will be that much harder to remove. If the growth is more severe, you may need to enlist the services of a professional hull cleaning company. Fresh water, salt water and water temperature can all affect the types of growth that you will find on your boats hull.

Vinyl Care

The vinyl cushions on your 275 Conquest will keep their appearance and suppleness if cared for properly. Salt water, salt residue, dirt, ultra-violet rays etc. will take their toll on vinyl products causing them to lose their luster and texture. A thorough cleaning with a good vinyl upholstry cleaner will keep the vinyl soft. Keep the vinyl dry to prevent mildew, make sure there is no moisture between the cushions.

Long Term Storage

⚠ CAUTION

Never start or run your outboard (even momentarily) without having water circulating through the cooling water intake holes in the gear case. This will prevent damage to the water pump (running dry) or overheating of the engine.

⚠ NOTICE

Periodically haul the boat out of the water and scrub the bottom with a bristle brush and a solution of soap and water. For better protection paint the hull below the waterline with a high grade anti-fouling paint.

⚠ NOTICE

Store the batteries in a cool, dry location. Keep the batteries in their plastic boxes. Periodically check the batteries during storage.

Storage or winter lay-up will require you to make sure that your boat and its systems are properly conditioned for extended periods of non-usage.
It is important that you follow all the recommenda-

Canvas Care & Maintenance

tions set by the engine owner's operations manual. It will give you a schedule of when these important functions need to be done.

ENGINE:

Protecting your engines vital moving parts from corrosion and rust caused by freezing of trapped water or excessive condensation due to climatic changes is very important. Internal engine parts can be effected by rust due to lack of proper lubrication. Freezing water in the engine can cause extensive damage to the internal moving parts.

FUEL SYSTEM:

Tank(s), hoses, fuel pump and carburetor should be treated to help pevent the formation of varnish and gum. Temperature extremes cause condensation to accumulate in the fuel tank(s). Empty gas tanks collect condensation which could lead to fuel contamination and/or premature wear of your system.

TRAILER STORAGE:

If you will be storing the boat for an extended amount of time on its trailer, you will need to lift the trailer off of its wheels. Use care when raising the trailer. The surface should be level and conditioned to accept the weight of the boat and trailer and allow for adequate drainage. Covering the wheels will protect them from harmful UV rays. Repeatedly immersing the trailer in water during boat launching can cause a variety of problems. Water seeping into the wheel hubs will cause the grease to emulsify and can prematurely corrode the bearings. Check with the trailer manufacturer for scheduled maintenence of you trailer.

ELECTRICAL SYSTEM:

The battery should be removed from the boat. Remove the negative (-) cable first, then the positive (+) cable and the battery given a full charge. Clean the external surface of the battery and check all water levels before and after charging. Grease both terminals and bolts on the cable ends.

DRAINAGE:

It is important to raise the bow of the boat enough to allow for proper drainage of water from the deck and bilge area. Make sure all the drainage fittings are clear and free of debris. Store the engine in an upright position to promote adequate drainage of water.

⚠ NOTICE

NEVER trailer the boat with the sun-top in the open position. Damage to the frame, canvas and securing straps can occur. Use the protective boot when the sun-top is being trailered or stored.

Chafing, fiber wear from dirt and grit and deterioration from ultraviolet light can cause your canvas sun top and covers to degrade over time. The effects of ultraviolet light can sometimes be reduced by chemical treatment of canvas items. Consult your Boston Whaler® dealer or check with your owner's manual before using any chemical treatments on your canvas. To keep the canvas and metal parts in good working condition and keep a good appearance, you will need to keep them clean. The fabric should be cleaned regularly before substances such as dirt, pollen, etc. are allowed to accumulate on and become embedded in the fabric. The fabric can be cleaned without removing the framework.

Simply brush off any loose dirt, pollen, etc. hose down and clean with a mild solution of a natural soap in lukewarm water (no more than 100 ° F. 38° C.). Rinse thoroughly to remove soap. Allow the canvas to completely air-dry. After each use especially in salt water areas, rinse the canvas completely with fresh cold water. Let the canvas dry completely before stowing. All metal components of the canvas frame should be rinsed with fresh cold water and exposed components wiped dry to maintain appearance and working order.

Lubricate the snaps of the canvas with petroleum jelly, use a parafin wax on the zippers to keep them in proper working order. If you have stubborn cleaning cases call your Boston Whaler® dealer for proper cleaning procedures.

Do not use bleach or solvents to clean the canvas material.

Trailer

Your 275 Conquest has the option of being fitted with a galvanized trailer. This trailer is best suited for your boats length and width. If you have a trailer or plan on purchasing a trailer separately; there are some points you need to consider. Having a center roller and keel guards will help provide good support for the keel, also provide good fore and aft support. Trailers equipped with rollers instead of bunks can damage the foam sandwich hull of your boat and should never be used. Bunks provide a more even weight distribution.

Trailer Safety:

There are features that will keep your trailer secured to the tow vehicle: The safety chain attaches to the bow eye and will keep the boat from sliding off the trailer in the event that the winch strap or cable breaks, hook this up first. **Refer to the engine owner's manual for proper engine support while trailering.**

Bunk Trailer Terminology

1. Tongue/Ball Hitch Reciever
2. Trailer light connection, (4-pin)
3. Safety Chains
4. Tongue Jack
5. Winch Stand
6. Winch Assembly
7. Winch Hook/Strap
8. Winch Safety Chain
9. Step
10. Sidelight
11. Frame
12. Crossmember
13. Fender w/ Steps
14. Keel Roller
15. Axle
16. Keel Protector
17. Tire
18. Tail Light
19. Bunk Assembly
20. Tie-Down Eye

Tie-down straps can be used to secure the boat from the stern. The tie-down straps hook into the tie-down loops on the trailer frame to the lifting eyes on the transom. Padding (or similar) chafe protection should be used where the tie-down strap come in contact with the hull. A properly matched trailer hitch ball and coupler is important. NEVER USE A HITCH BALL AND COUPLER THAT ARE NOT MATCHED.

Make certain that the coupler and the hitch ball are properly seated and locked. Safety chains are also important; the chains are connected to the trailer and should be of sufficient length to reach the frame of the tow vehicle and should be long enough to allow the tow vehicle to turn without binding or tensioning .

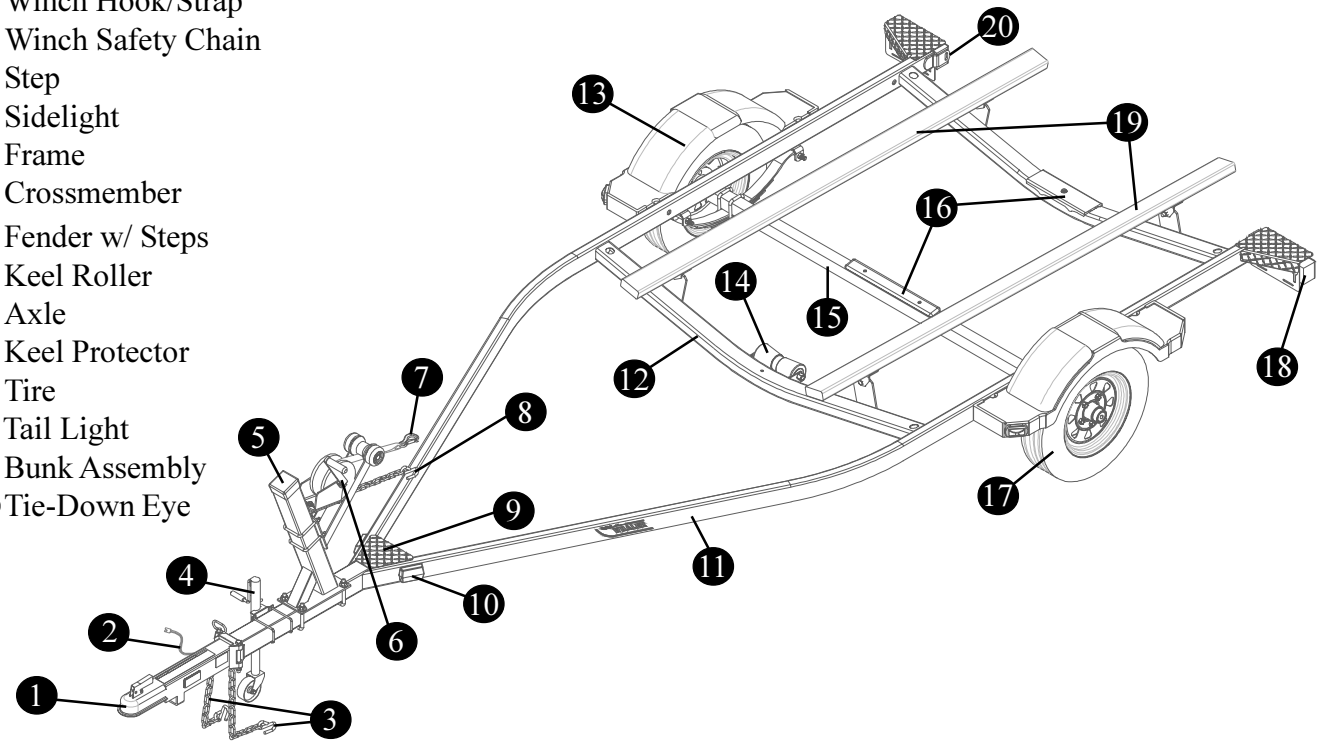
DO NOT SECURE THE CHAINS TO THE BUMPER

⚠ DANGER

Tie-down straps should never be used by themselves, they are only used to help in keeping the boat secured to the trailer. Make certain that the safety chain is properly secured to the bow eye.

⚠ NOTICE

Your warranty may be void if you use a trailer with rollers. Use a trailer with bunks ONLY



Interior Amenities

CONVERTIBLE DINETTE:

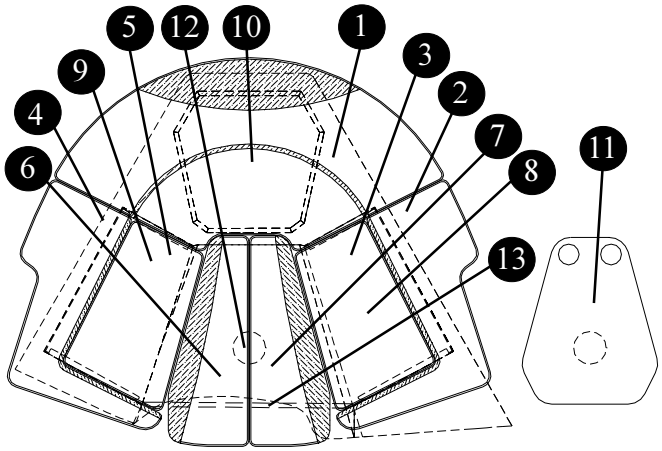
The dinette in its upright position can seat 5 persons around a circular seating area. It is made of a tough acrylic surface and is easy to clean. The dinette normally is set on a ledge that is level with the surrounding cushions and is supported by use of a cross brace.The port and starboard backrests can be placed on the cross brace to act as a center cushion. When using it as a table there is a post that secures to the bottom of the dinette and the post fits into the post base located on the floor of the cabin. There is a storage area in the bow for the dinette top to allow for open seating.

GALLEY & HEAD SINKS

The galley & head sinks are integrated into the countertops, with sink drains that move the water to the port and starboard drains.The faucets in the galley and head compartment are conventional and easy to use, and are set up for cold water only. (Cruise package has the optional hot water service).

V-Berth Detail

1. Forward cushion
2. Starboard outer cushion
3. Starboard inner cushion
4. Port outer cushion
5. Port inner cushion
6. Port tabletop cushion, (port backrest)
7. Starboard tabletop cushion, (starboard backrest)
8. Starboard storage, (under cushion)
9. Port storage (under cushion)
10. Bow storage (under cushion)
11. Table surface with pedestal bracket
12. Pedestal base
13. Cross brace



CABIN STORAGE:

There is personal storage on the 275 Conquest.
A hanging locker located on the port side of the aft section of the cabin. A storage area above the sink unit. A storage area below the sink unit. Storage under the seating area, under the cushions. Fishing rod stowage and tie-down on the port and starboard side of the cabin.

CARBON MONOXIDE DETECTOR;

The 275 Conquest has a carbon monoxide detector that will alert you to dangerous levels of CARBON MONOXIDE. An audible alarm will sound and a red light on the panel will tell you when carbon monoxide levels in the cabin are at dangerous levels. Carbon Monoxide accumulates when ventilation in closed areas is not adequate to dissipate the gas. Exhaust leaks are a major cause of carbon monoxide build up. When running a generator or engines make sure that the forward cabin hatches are open to allow for proper ventilation. Your owners manual packet will have a pamphlet on the awareness and prevention of carbon monoxide. Read this pamphlet carefully to protect yourself and others from carbon monoxide poisoning. Your detector has a green light that informs you that the detector is working normally. It also has a 1 amp fuse that is located behind the main distribution panel, should it ever need to be replaced. The Carbon Monoxide detector is sensitive to other types of gas besides Carbon Monoxide, if the alarm should sound it is neccessary to follow prescribed methods to dissipate the gas build-up.

The detector should never be disabled.

PORTLIGHTS:

There are (3) portlights, and (1) forward hatch. There is a portlight on the port/starboard side of the cabin and a portlight in the aft section of the cabin interior. There is a forward deck hatch with screen located on the ceiling of the cabin. This hatch can be opened by turning the two forward locks to the open position and pushing up on the hatch. The hatch has knobs on the opening struts that will allow you to tighten them to keep the hatch in the open position. The portlights open into the cabin.

CABIN LIGHTING:
There are two (2) overhead lights in the forward berth and one (1) in the aft berth, they are operated by a switch in the base of the light or can be powered by the cabin lights switch on the main distribution panel.

Accessories

There are accessories that are optional to your 275 Conquest.
AM/FM CD STEREO:
The 275 conquest has the option of having an AM/FM CD stereo system installed.
The AM/FM CD stereo system is located above the hanging locker. Two (2) speakers located in the forward part of the cabin and two (2) speakers in the forward part of the cockpit provide the sound. The AM/FM CD stereo system comes with complete operating instructions; read them carefully to get the best sound possible. The system also comes with a remote located below and to the left of the steering wheel that will enable you to control the stereo from the helm.
BUTANE STOVE:
The single burner butane stove is located on the galley counter-top.
It will need to be manually lit, turn the knob at the top of the bottle and light the nozzle.
Read all the instructions carefully before operating the Butane stove.
ELECTRIC STOVE:
The (optional) single burner electric stove is located on the galley counter-top.
It has conventional stove knobs to operate it, and is wired into the cabin 120 volt Main Distribution Panel. The switch on the panel will need to be activated to power to the stove.
Read all instructions pertaining to the operation of the stove.
MICROWAVE OVEN:
The (optional) microwave is a General Electric 115V/600 Watt oven that has a .6 cubic foot capacity. The (optional) microwave for the EuropeanMarket is an Electrolux 220V/50 Hz oven with a .5 cubic foot capacity. Read all instructions pertaining to the operation of the microwave oven.
12 VOLT REFRIGERATOR:
The (optional) 2.0 cubic foot capacity refrigerator fits into the opening below the sink and countertop. A power cord from the unit plugs into the wall in the back of the opening and provides power.Read all the instructions carefully before operating the refrigerator.
WATER HEATER:
Your 275 Conquest has a freshwater system that is set-up for cold water use only.
A 6 Gal.(23L) water heater is part of the **(OPTIONAL CRUISE PACKAGE)**. The water heater is located under the aft cockpit hatch on the starboard side of the machinery access room. The power switch is located on the AC distribution panel, this switch must be in the "ON" position for the water heater to work. The 6 Gallon water heater is equipped with a temperature and relief valve that complies with the standard for Relief Valves and Automatic Shut-off Devices for hot water systems, ANSI Z21.22

Air Conditioning

Your 275 Conquest has the option of having a 7,000 BTU air conditioning/reverse cycle heating unit installed. The air conditioning system provides cooling and heating of the mid and forward cabins by interaction of the following four (4) components:

- Condensing Unit
- Blower
- Sea water pump and associated strainer
- Control Assembly

OPERATION:

The system is controlled by the A/C distribution panel and operates in the cooling and heating mode by exchanging heat in the cabin to a refrigerant carried in a closed loop piping system to the condenser where the heat is transferred to sea water.

The return air vent is located on the starboard side of the cabin beneath the dinette seat. Vents along the forward starboard side of the cabin and in the mid-cabin provide a discharge point for the cool/heated air. The condenser unit is located in the aft bilge. A control pad is located to the right side of the microwave insert. The control panel contains a digital readout for both cabin and desired temperature and a thermostat control. Complete operating instructions are provided in the "SMX Series Control Systems Users Guide" provided with the unit. Read all the material provided for safe and continued operation of the air conditioning/reverse cycle heating system. Be sure that the seacock for the air conditioning unit is in the open position to allow for water circulation. The seacock is located on the starboard side of the machinery area.

MAINTENANCE:

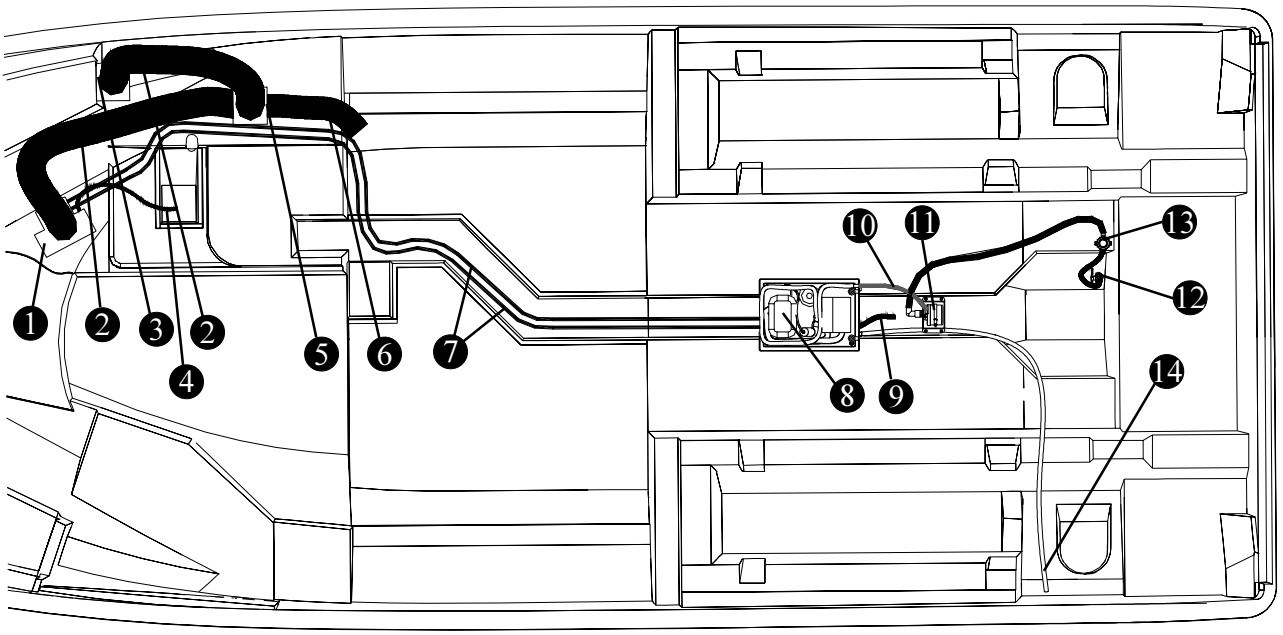
Repairs and maintenance requiring that piping be disconnected or that any of the units of the system be opened be accomplished by a qualified marine air conditioning technician.

Air Conditioning diagram

❶ Cooling unit
❷ 5" forward cabin discharge duct
❸ Forward cabin discharge grill
❹ Drain to shower sump
❺ Plenum
❻ 4" aft cabin discharge duct
❼ Refrigerant supply/return line
❽ Condensing unit
❾ Drain to aft bilge
❿ Water pump cooling line feed
⓫ Water pump, 250 GPH
⓬ Seacock
⓭ Strainer
⓮ Cooling water discharge

Note:

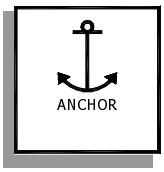
The seacock in the bilge compartment needs to be OPEN before operation of the A/C unit begins. Access to the seacock is through the aft cockpit machinery access compartment.



Anchoring Information

⚠ WARNING

SWAMPING HAZARD-Anchor from the bow if using one anchor. A small current can make a stern anchored boat unsteady; a heavy current can drag a stern anchored boat underwater.



The 275 Conquest is equipped with an anchor storage compartment located in the bow of the boat. ***Note: before using the anchor be sure the anchor line's bitter end is secured to the eye in the bottom of the anchor locker.*** Wind and sea conditions can affect the boat. The boat is not moving through the water, and without headway there is no control. **STAY ALERT!** Be sure that the anchor will hold under all circumstances if you are leaving the boat. Understand the principles of rode and scope and their effect on anchor performance.

The rode is the line connecting the anchor to the boat. Nylon line is ideal because it is light, strong and stretches, it also can be stored wet and is easy to handle. Add a length of chain between the anchor and the nylon line to prevent abrasion of the line.

The scope is technically defined as the ratio of rode length to the vertical distance from the bow to the sea floor. Scope also depends on the type of anchor, tides, winds, sea conditions and type of sea floor the anchor is in.

Minimum is 5:1 for calm conditions; normal is 7:1, and severe conditions may require a 10:1.

Since you want to know how much rode to use when anchoring, use this common formula.

Rode length=(bow height + water depth) x Scope

*Scope factor may range from 5 to 10 or more. Any number less than 5 and the anchor breaks away too easily.

Lowering the Anchor

Be sure that there is enough rope for the depth of water you will be anchoring in, and secure rode to both the anchor and the boat.

- -Stop completely before lowering the anchor.
- -Keep feet clear of coiled line as it pays out.
- -Turn the anchor light on at night or during reduced visibility.

Setting the Anchor

There is no best way to set an anchor. Experiment to see how it performs. One method is to turn the rode around a bitt or a cleat and slowly pay out as the boat backs from the anchor site. When the proper scope has been reached snub the rode quickly, causing the anchor to dig in to the sea bottom.

- -Reverse the engine slowly to drive the anchor in and to prevent it from dragging.
- -Secure the rode to the bitt or cleat.

Weighing the Anchor

To weigh (or retrieve) the anchor, start the boat and run slowly up to the anchor, taking up the rode as you go. The anchor will usually break out when the rode becomes vertical. Coil lines to let them dry before stowing.

BE CAREFUL THAT THE TRAILING LINES DO NOT FOUL IN THE PROPELLER.

Anchor Windlass (Optional)

⚠ DANGER

Use the anchor windlass switch on the helm when possible. Use care when operating the anchor windlass with the hand-held remote.

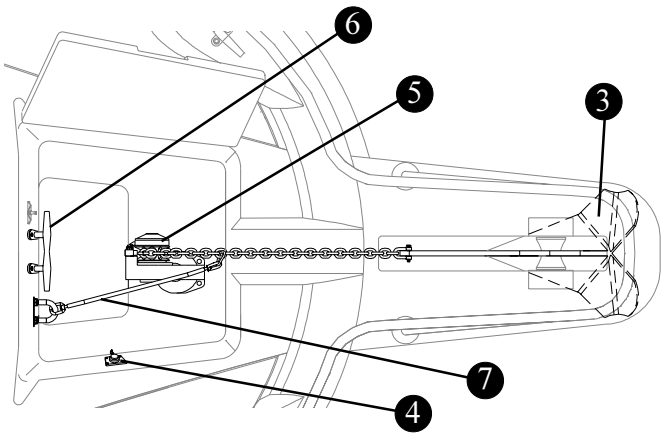
⚠ NOTICE

Be sure to read and fully understand the anchor windlass owner's manual before operating the anchor windlass.

The anchor windlass is located in the forward section of the anchor locker. The anchor windlass gives you a mechanical means of raising and lowering the anchor.

OPERATION:

The anchor windlass is controlled by a switch located on the helm, forward of the gear shift/throttle control. The switch is a momentary type switch; which means that there must be constant pressure applied to the switch to operate the anchor windlass. Power is controlled by a push/pull button located to the left of the operation switch. There is a power indicator light that illuminates when the switch is powered. There is also a hand-held remote located in the anchor locker that you can use for raising and lowering the anchor. When not in use, store the remote out of direct sunlight. Be sure to read all information provided by the anchor windlass manufacturer, regarding proper and safe operation of the anchor windlass. The power source for the remote is located on the starboard bulkhead of the anchor locker. The anchor windlass comes with an anchor lanyard. The anchor lanyard is a system that locks the anchor and rode in place and secure when the boat is underway.



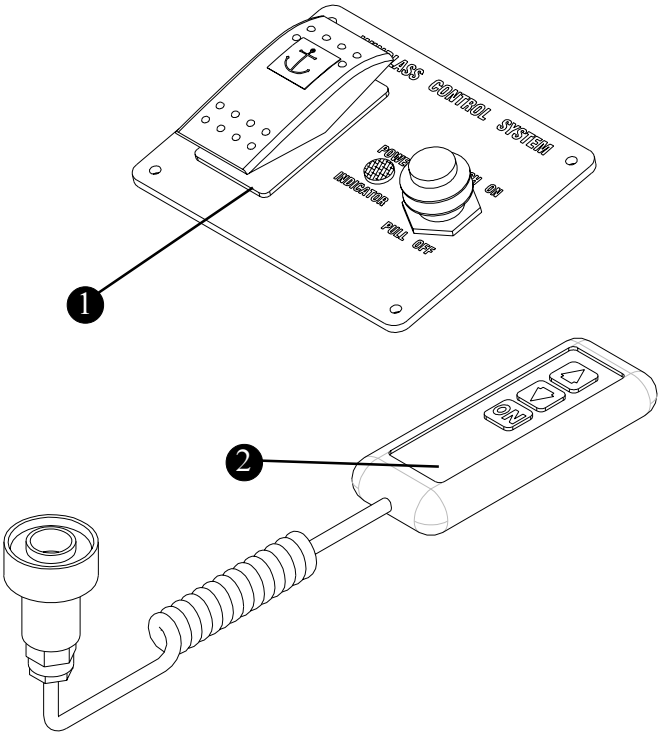
LOWERING-Pushing the top part of the switch down will power the anchor windlass DOWN. Make certain that the anchor lanyard carabiner is detached from the chain and is clear of any moving parts of the anchor windlass.

RAISING-Pushing the lower part of the switch will power the anchor windlass UP. Once the anchor and rode is secure in the UP position, the anchor lanyard can be re-attached to the rode.

EMERGENCY OPERATION-There is a handle that can be used in case the power to the anchor windlass is lost. The anchor windlass has a socket receiver that mates up with the crank.

LOWERING- Turning the handle clockwise will loosen the anchor windlass drum and allow the line to pay out. Tension can be adjusted to allow you control of how fast the line falls.

Anchor Windlass Helm Switch



1. Anchor Windlass Helm Switch
2. Anchor Windlass Remote
3. Anchor, 25 Pound (plow)
4. Remote Power Plug
5. Anchor Windlass
6. Anchor Locker Cleat
7. Anchor Lanyard

After the scheduled services are performed, fill out the areas below.

Maintenance Record

Date	Engine Hours	Serviced by	Maintenance Performed

Notes

Page Intentionally Left Blank